THE ILLUSTRATED LONDON NEWS

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THE PRINCE OF WALES'S FIRST OFFICIAL ACT: HIS ROYAL HIGHNESS AT PORTSMOUTH WITH PRESIDENT POINCARÉ, AFTER HE HAD GREETED FRANCE'S FIRST MAGISTRATE ON HIS ARRIVAL IN ENGLAND.

The fact that the Prince of Wales, as representative of his father, the King, received President Poincaré at Portsmouth on June 24 is exceptionally interesting for several reasons. First, because his Royal Highness, who was nineteen on the day before, thus performed his first official act as Heir to the Throne; secondly, because it must have brought back to him his very pleasant stay in France and his reception, from M. Fallières, of the Legion of Honour, which he wore at Portsmouth; thirdly, because, as an officer of the British Navy, he must have recalled what different kinds of meetings there were in the historic past between fighting-ships of the force to which he belongs and fighting-ships of that country from which M. Poincaré came as the British Empire's very honoured, very welcome, guest. His Royal Highness, who first met the President when he was staying in France, travelled with him to London, where King George himself awaited and received M. Poincaré.

From a Photograph by L.N.A.

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THE PLAYHOUSES.

"JULIUS CÆSAR," AT HIS MAJESTY'S.

To play "Julius Cæsar" during his Shakespeare Festival is always a safe card for Sir Herbert Tree, if only because his production of the Roman tragedy includes such an elaborate and realistic arrangement of the Forum Scene. Every member of the crowd which fills the stage at this point seems to be acting and to be interested in what is happening—right down to the humblest "super"; the shouts and groans, the interruptions of the speeches, and the indications of gradual change of mood are so artfully managed that a real effect of climax is secured at the culmination of Mark Antony's funeral address, even though it is treated by Sir Herbert far too much in the style of the modern mob-orator. The actor-manager's performance remains what it was, and secures all its old success. Brutus and Cassius are now represented by Mr. Basil Gill and Mr. Philip Merivale respectively, and the new Cassius is splendidly sonorous. There is hardly quite majesty enough in Mr. A. E. George's Julius Cæsar, perhaps, but his elocution is admirable; and Miss Phyllis Neilson-Terry's Portia is stately, passionate and poetical—warmer-blooded than have been most Portias. To fill the part of Calpurnia, Sir Herbert has relied on the American actress, Miss Katharine Kaelred, who impressed London playgoers as the vampire-woman in "A Fool There Was." She lends the character picturesqueness and emotional force, but her manner is ultra-modern and her diction is monotonous.

"JIM THE PENMAN" REVIVED AT THE COMEDY.

This has been a season of revivals of old plays—"Diplomacy," "The Schoolmistress," and "The Second Mrs. Tanqueray" are all cases in point—and we had one more revival of this sort last week which bids fair to be the big success of the series. "Jim the Penman" must be twenty-five years old now, and there is a good deal that is ingenuous and primitive in its technique; who can help remarking, for instance, the author's persistent employment of the device of eavesdropping? The main idea, too, of this old-style melodrama of crime is hard to swallow: that a forger of international fame would be so rash as to concoct letters which are falsely credited to each party of an engaged couple is a hypothesis that puts too great a strain on our credulity. Thus the astute detective who makes discoveries by pretending to doze in corners, and the apparently prosperous hero who has to confess himself a criminal and to die after making atonement for his misdeeds, alike seem to us in this year of grace to be the creatures of a rather extravagant, not to say childish, fancy. On the other hand, the old play has a story that amuses and holds the attention; it has movement, it has telling situations and theatrical surprises. And so it happens that what pleased our fathers has still power to please their children. Especially as the piece is splendidly interpreted. Mr. Norman McKinnel's massive style is tremendously effective in the title-rôle; Miss Grace Lane harrows our feelings by the pathos which she puts into the wife's display of grief; Mr. Godfrey Tearle is chivalry incarnate; and Mr. Fisher White is appropriately melodramatic as a foreign villain; and, finally, Mr. Kenneth Douglas's detective has the right touch of humorous alertness, as bland in manner as he is ready in resource. Just the appropriate sort of acting, all of it!

"LE SECRET," AT THE NEW THEATRE.

An Iago in petticoats, a woman comfortably off, endowed with beauty and fortunately married to the best of husbands, who is nevertheless jealous of other people's happiness and takes a delight in wrecking their lives—such is Gabrielle Jeannelot, the heroine of M. Henry Bernstein's new play, "Le Secret," which the Bouffes-Parisiens Company this week give Londoners a chance of witnessing. "Why, you are a monster," says Gabrielle's husband in horror when, in the last act, she makes full confession of her crimes; and her character is none the more easy to believe in when we find her loving her husband and capable of feeling a sense of sin. Her cruelty seems so objectless, save on the supposition that to some depraved sensibilities the mere spectacle of other folks' agony can afford pleasure; apparently, too, we are to credit Gabrielle with Iago's artistic satisfaction at watching the schemes of mischief he has planned work themselves out to an anticipated issue. She, at any rate, under the influence of her disease of malevolence, not only causes a breach between her husband and the sister he once loved, she ruins her dearest woman-friend's chances with one man, and only just fails of spoiling this Henriette's relations with the lover who has married her, knowing nothing of her past. Truly, an unconceivable mass of wickedness, this Gabrielle; yet out of her tricks and frenzies M. Bernstein has constructed a drama which is a masterpiece of stage-craft, and is "frightfully thrilling." You may find it verbose, superficial, inconclusive, theatrical, insincere, but you cannot deny its sensational power or remain irresponsive to its scenes of excitement and its appeals to the nerves. Mme. Simone is just the actress now to suggest the brain-storms of the seductive little fiend, Gabrielle; she has improved out of all knowledge since she last visited London. And she has splendid support—from M. Claude Garry, as the genial but masterful husband, in particular.

[Other Playhouse Notes on "Art and Drama" Page.]

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THOMAS GIRTIN'S "THE WHITE HOUSE" AT CHELSEA.

With reference to the coloured illustration published in our issue of June 21, under the head-line, "Acknowledged by Turner to be Better Than Works of His Own: Thomas Girtin's Masterpiece," and the sub-title: "By the Man of Whom Turner said: 'Had Tom Girtin Lived I Should Have Starved': 'The White House at Chelsea'; Known also as 'The White House, Chelsea Reach' and 'Battersea Reach,'" we have received a letter in which Mr. E. Montefiore Micholls says: "I observe that in the reproduction of 'The White House at Chelsea' in your issue of Saturday last, you head it with the statement: 'Acknowledged by Turner to be better than works of his own: Thomas Girtin's masterpiece,' reproduced by permission of Thomas Agnew and Son, and below connect it with the well-known story of Turner and the dealer. From correspondence which appeared in the *Times* and other papers at the time of Messrs. Agnew's exhibition in the spring of last year, it was clearly proved, as you are aware, that the drawing then shown was not the authentic one to which the story attaches, and that it was inferior to the one then and now in my possession." Mr. Montefiore Micholls also tells us that his picture bears both signature and date. It may be further added that when the question was raised at the period mentioned above, Sir Frederick Wedmore wrote to the *Times* as follows: "The water-colour at Messrs. Agnew's—which I have not seen before—may be Girtin's, and admirable, but it is certainly not the drawing which, among connoisseurs of Girtin, has long had the character of being that 'White House at Chelsea' that—as I relate, I think, in a book of my youth ('Studies in English Art')—Turner at a certain date preferred to any drawing of his own. It is Mr. Micholls' possession that has enjoyed hitherto, and must continue to enjoy, that reputation. It is his which, in an exhibition of the work of Girtin at the Burlington Fine Arts Club, in 1875, was the catalogued drawing. Here it well held its own, even in contact with the possessions of that exact and difficult dilettante, the late Mr. Sackville Bale. But I remember that there came into the exhibition-room at a later hour—indulged, not catalogued—another rendering of the theme. This belonged to the then aged Mr. W. Bell Scott—an associate of Rossetti—a worthy man, to whom we owe indifferent works of painting and one agreeable little book upon the German 'Little Masters.' Now, is the drawing in the Agnew Gallery that which belonged to Scott? If not, there must be two drawings, somewhere about the world, setting up, with what success they can, rivalry with Mr. Micholls' possession."

PARLIAMENT.

While taking note of the "expressions of regret" by Sir Rufus Isaacs and Mr. Lloyd George for making purchases of American Marconi shares and not mentioning them in the debate last October, the House of Commons has, by a majority of 78, refused to pass upon the Ministers its formal censure. An attempt was made to arrive at a form of words on which all sections would agree, but although the Unionists were willing to join in reprobating the charges of corruption which had been brought against Ministers and had been disproved, the Government would not ask the House to vote any censure for the admitted mistakes; and accordingly there was a Party division which has left a feeling of some dissatisfaction. There was an electioneering ring in the debate on Monday on the resolution dispensing with a Committee stage on the three Bills which are being proceeded with under the Parliament Act. The resolution was denounced in an amendment moved by Mr. Austen Chamberlain as a gross infringement of the ancient prerogatives and liberties of the House of Commons, and the debate proved exceptionally fine and lively, with some of the brilliant characteristics of the controversies of a generation ago. Mr. Chamberlain excelled himself by a speech which was full of force, and was in the best Parliamentary style; and Mr. Churchill delivered an incisive, pugnacious reply. There ran through the debate a general consciousness that the Unionists might soon be on the Government benches. The Prime Minister himself, referring to the procedure which Liberals might adopt in opposition, and meeting a cry of "Soon" from Unionists, remarked at first that he did not care whether it was soon or late. This remark he withdrew, but in a carefully substituted phrase he said he would not be sorry if "within a measurable distance" they had an opportunity of showing what they could do in opposition. By this statement he conveyed an idea of weariness of office.

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THE ENTENTE: THE BRITISH SOVEREIGN GREETS FRANCE'S PRESIDENT.

DRAWN BY S. BEGG, OUR SPECIAL ARTIST AT VICTORIA STATION.

THE ARRIVAL OF THE PRESIDENT OF THE FRENCH REPUBLIC AT VICTORIA STATION ON JUNE 24:
M. POINCARÉ WELCOMED BY THE KING.

President Poincaré, who was accompanied from Portsmouth by the Prince of Wales, was received at Victoria Station by the King; and amongst those present also were the Duke of Connaught and Prince Arthur; Prince Louis of Battenberg, the First Sea Lord; Lord Crewe, Lord Lieutenant of the County of London; Mr. Asquith; Sir Edward Grey; Mr. McKenna; Sir Francis Bertie, the British Ambassador in Paris; Field-Marshal Sir John French; Lord Granard, Master of the Horse; and Sir Edward Henry, Commissioner of Police. The "Marseillaise" was played as M. Poincaré alighted from the train, to be greeted by the King, who shook hands with him and conversed with him for some moments before presenting him to the Duke of Connaught and Prince Arthur. The Guard of Honour was then inspected; and after this came various presentations. In the drawing, there are seen, from left to right, the Prince of Wales; M. Pichon, French Minister for Foreign Affairs; M. Cambon, French Ambassador to this country (in the railway carriage); M. Poincaré; and the King.

"TUTOYONS-NOUS!"—THE PRESIDENT OF THE FRENCH REPUBLIC WELCOMED IN LONDON.

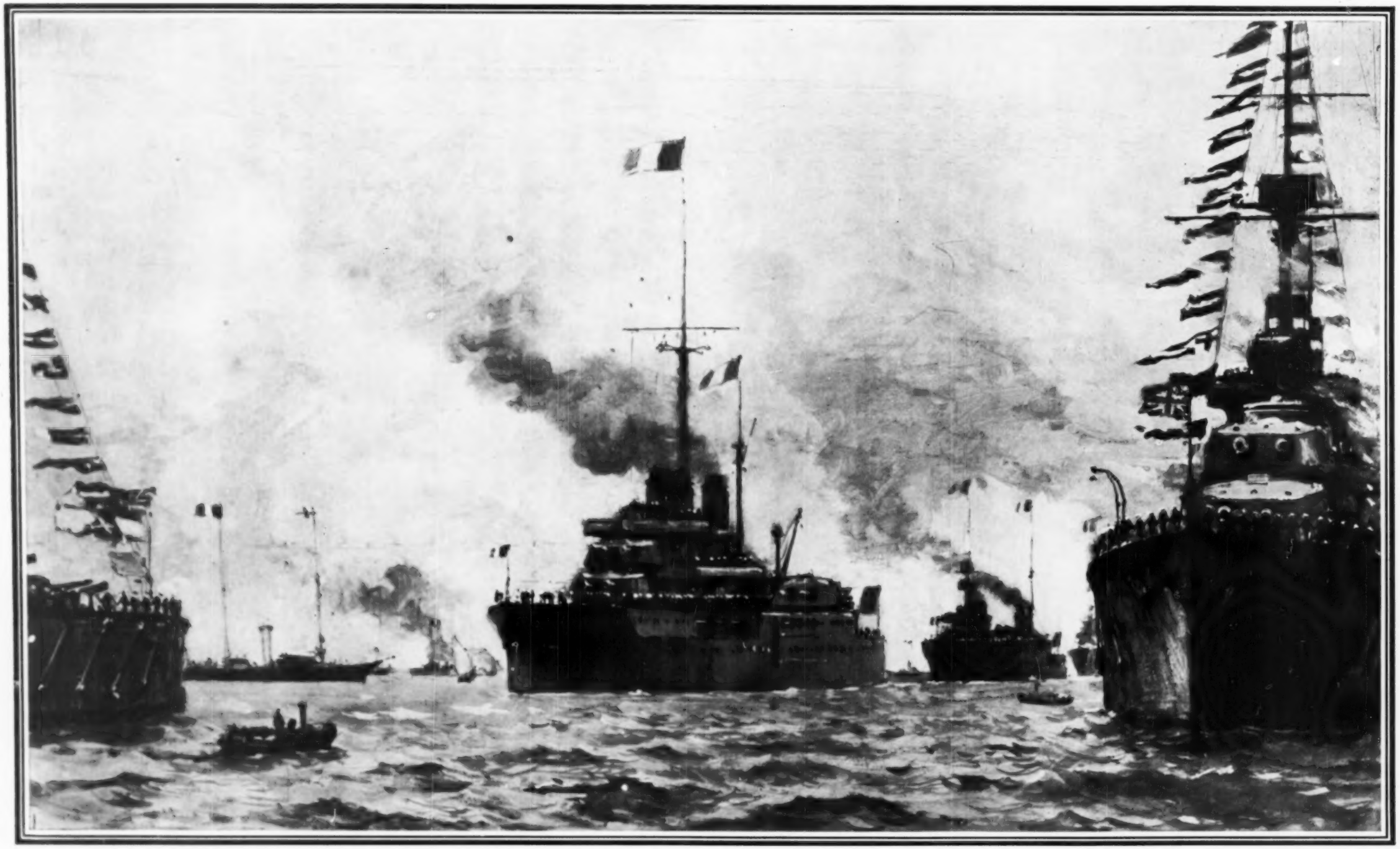
PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.

PASSING LONDON'S ONLY QUADRIGA—ON THE CONSTITUTION HILL ARCH: PRESIDENT POINCARÉ DRIVING FROM VICTORIA STATION TO ST. JAMES'S PALACE, WITH THE KING.

After the preliminary ceremonial at Victoria Station, President Poincaré was conducted to the State carriage by the Master of the Horse and took his seat on the King's right. In the second carriage were the Prince of Wales, the Duke of Connaught (who was on his Royal Highness's left), and Prince Arthur. The escort was provided by the 1st Life Guards. Throughout the whole drive from Victoria, by way of Grosvenor Gardens, Hyde Park Corner, Piccadilly, and St. James's Street, to St. James's Palace, the President was extremely well received, welcomed in a manner, indeed, which suggested the "Tutoyons-Nous"—the "Let us 'thou' one another"—on banners of welcome in the decorations in the City.

BRITAIN'S SALUTE TO THE PRESIDENT OF THE FRENCH REPUBLIC: THE NAVAL WELCOME AT SPITHEAD.

DRAWN BY CECIL KING, OUR SPECIAL ARTIST AT PORTSMOUTH.



AS THE FRENCH SHIPS DROPPED ANCHOR: THE "COURBET," WITH PRESIDENT POINCARÉ ABOARD, ON HER ARRIVAL.

M. Poincaré made the voyage from Cherbourg in the Dreadnought "Courbet." So soon as salutes had been given and had been returned by Southsea Castle and the shore batteries, the French Squadron, picking up their positions, dropped anchor; then the British Fleet saluted, their bands playing the "Marseillaise." In another moment or two, the flag officers of the assembled British Fleet had started in their boats to pay their respects to the Nation's guest. After this, the Port Admiral's barge went alongside the "Courbet"; the President boarded her, and was conveyed to the "Fire Queen." In this he proceeded into Portsmouth Harbour. It may be noted that the "Courbet," the first real Dreadnought finished in France, is the first of four all-big-gun ships to be passed into her country's service. Her guns are all 12-inch; and she mounts twelve of them, set in six turrets. She can bring ten to bear on either broadside, and can fire ahead or astern with eight. In the drawing (from left to right) are the "Neptune," the "Fire Queen," the "Courbet," the "Gloire," and the "King George V," the most powerful and latest-commissioned of British Super-Dreadnoughts.

Photo. Sport and General.

THE LATE SIR FREDERIC JOHNSTONE, Bt.,

A Life-long Friend of King Edward, and celebrated as an Owner of Racehorses.

Photo. Elliott and Fry.

SIR SIDNEY LEE, LL.D.,

The New Professor of English Language and Literature at London University.

Photo. Langfier.

VISCOUNT DUNCANNON, M.P.,

Who has been Elected to the House of Commons for Dover.

Photo. Russell and Sons.

THE LATE SIR JONATHAN HUTCHINSON, Kt.,

The Eminent Surgeon and Pathologist, Famous for his theory of Leprosy.

PORTRAITS AND PERSONAL NOTES.

THE death of Sir Frederic Johnstone, Bt., at the age of seventy-one, removes a figure long conspicuous on the Turf. He began to race soon after leaving Eton, and was elected to the Jockey Club as long ago as 1860. With one of his own horses, Brigantine, he won the Oaks; and, in partnership with the first Lord Alington, he won the Derby with St. Blaise; also a second Derby (in 1891) with Common, the same horse winning both the Two Thousand Guineas and the St. Leger. Sir Frederic was a close personal friend of the late King Edward, with whom he was at Oxford.

Sir Sidney Lee, who has been appointed to the Chair of English Language and Literature at London University, is one of our most distinguished *littérateurs* and a writer of exceptional distinction. He is, among other things, editor of "The Dictionary of National Biography," Chairman of the Shakespeare Birthday Trust executive, Registrar of the Royal Literary Fund, a member of the Public Records Commission, and holds Lectureships at Oxford, Cambridge, and the Lowell Institute of Boston, U.S.A.

Signor Zuccarelli was one of the best-known racing motorists in Italy. He met his untimely death when testing a car at Eureux for the Grand Prix at Amiens, on July 12. In trying to avoid a carriage his car upset, killing Signor Zuccarelli on the spot. He was twenty-six years of age, and had just returned from racing in America.

Like Mr. Asquith, Sir Robert Chalmers, the newly-appointed Governor of Ceylon, is a distinguished *alumnus* of the City of London School. Ten years ago he became Assistant Secretary to the Treasury, and in 1907 Chairman of the Board of Inland Revenue. For the past two years he has been Permanent Secretary of the Treasury. He is in his fifty-sixth year, and was made a K.C.B. in 1908.

Viscount Duncannon, son of the Earl of Bessborough, enters Parliament for Dover without a contest, in the room of the late Mr. George Wyndham. He sat for Cheltenham in 1910, having previously unsuccessfully contested Carmarthen Boroughs. He was born in 1880, and was called to the Bar ten years ago.

M. Pichon is the distinguished French statesman who is at the head of the Ministry of Foreign Affairs in Paris. He accompanied the President to London, and his presence in the *entourage* of M. Poincaré is taken as being of itself of special significance. M. Pichon has not only had exceptional experience of European politics, but also, it is interesting to remember, accompanied President Fallières on his visit to King Edward in 1908.

One of the most distinguished medical men of our day died this week in the person of Sir Jonathan Hutchinson, LL.D., M.D., F.R.C.S., at the age of eighty-four. His researches into the origin of leprosy gave him a world-wide reputation. He termed the disease "fish-eater's tuberculosis," and advanced the theory that it came into Europe with "the observance of fish fasts, and disappeared when Protestantism threw these fasts into disuse"—a contention that brought him into conflict with the Roman Catholic Church. Ophthalmia was another disease which he studied, and it was mainly due to him that the once-universal scourge of the Potteries was practically eradicated. He was knighted in 1908.

Rear-Admiral George E. Patey, M.V.O., has just hoisted his flag as Commander-in-Chief of the Royal Australian Navy, and will at an early date proceed to the Pacific. The new battle-cruiser *Australia*, presented by the Commonwealth Government for Imperial defence three years ago, will fly his flag on the station.

Mr. Lister Drummond, K.C., has been appointed a Metropolitan magistrate on Sir John Dickinson's transfer to Bow Street in the place of the late Sir Henry Curtis Bennett. He was called to the Bar at the Inner Temple in 1879, and practised on the South-Eastern Circuit.

Mr. Edward M. Synge, who died at Byfleet at the age of fifty-three, only began his artistic career twelve years ago. A land agent in earlier life, the death of his father in 1901 gave him the opportunity of developing his artistic bent. He travelled and studied on the Continent, executing between twenty and thirty plates a year, his work meeting with ever-increasing success.

M. A. Thierry. M. F. Salatier d'Espeyran. Comte de Montebello. M. F. C. Roux. Vicomte de Fels-court. M. Ch. Bérard.

Colonel Vicomte de la Panouse. M. A. de Fleurieu. His Excellency M. Paul Cambon (French Ambassador in England). Captain de St. Seum. M. J. Périer. M. J. Knecht.

THE FRENCH AMBASSADOR, M. CAMBON, AND PERSONNEL AT THE EMBASSY, ALBERT GATE.

M. Cambon and the permanent personnel of the French Embassy supported President Poincaré on the occasion of the reception of the King and Queen.

Photographs by Walter Barnett.

Photo. Underwood and Underwood.

THE LATE SIGNOR ZUCCARELLI.

The Italian Racing Motorist.

Photo. Elliott and Fry.

SIR ROBERT CHALMERS, K.C.B.,

The New Governor of Ceylon; formerly at Somerset House.

Photo. Manuel.

M. STÉPHEN PICHON,

French Minister of Foreign Affairs, who accompanied President Poincaré.

Photo. Maull and Fox.

REAR-ADMIRAL G. E. PATEY, M.V.O.,

To Command the Australian Fleet.

Photo. Mme. Dénel.

THE LATE MR. EDWARD M. SYNGE,

A well-known Etcher.

Photo. L.N.A.

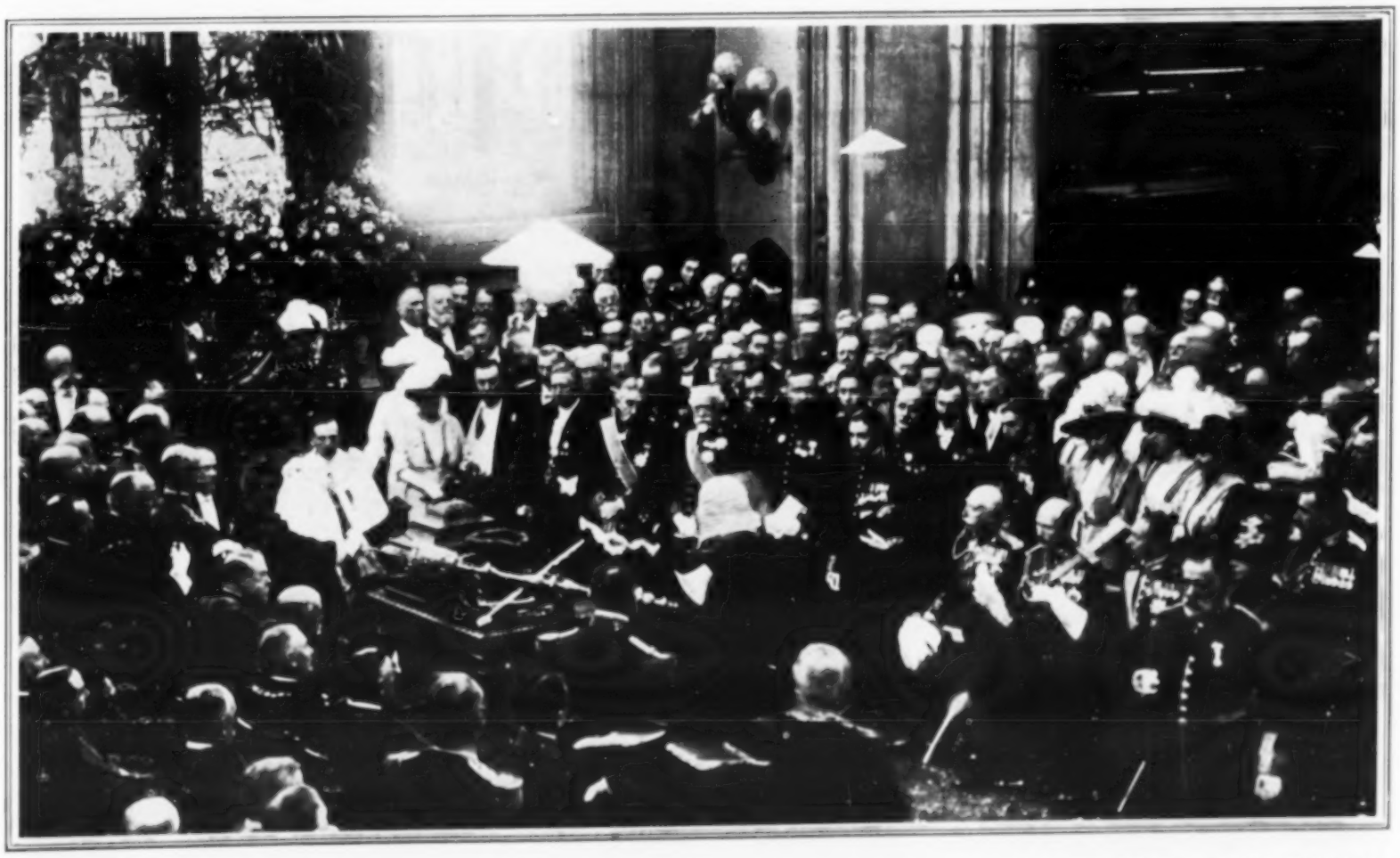
MR. LISTER DRUMMOND, K.C.,

London's Newest Police Magistrate; Thirty-four years at the Bar.

THE NATION'S GUEST WELCOMED BY THE CITY OF LONDON.

PHOTOGRAPHS BY L.N.A. AND NEWSPAPER ILLUSTRATIONS.

ON HIS WAY TO RECEIVE OFFICIAL WELCOME FROM THE CITY OF LONDON: PRESIDENT POINCARÉ PRESENTED WITH ADDRESSES AT THE JUNCTION OF TOTTENHAM COURT ROAD AND OXFORD STREET.



THE CITY'S HONOUR TO THE NATION'S GUEST: THE PRESENTATION OF THE ADDRESS TO PRESIDENT POINCARÉ IN THE LIBRARY OF THE GUILDHALL.

Following its usual hospitable methods, the City of London welcomed M. Poincaré on Wednesday, June 25, presenting an Address to him, and entertaining him to a "déjeuner" in the Great Hall of the Guildhall. The President made quite a triumphal progress to, and through and from, the City. At the junction of Tottenham Court Road and Oxford Street, he received Addresses from the boroughs of Marylebone and Holborn. The City's Address, which was read and presented, in the library of the Guildhall, at a Court of Common Council, was handed to M. Poincaré in a gold casket. With regard to the second photograph, it may be pointed out that M. Poincaré is seen (rather hidden) on the right hand of the Lord Mayor. On the right of the photograph may be seen the Duke of Connaught and Prince Arthur.

THE OPEN GOLF CHAMPIONSHIP: SKETCHES OF THE CONTEST AT HOYLAKE.

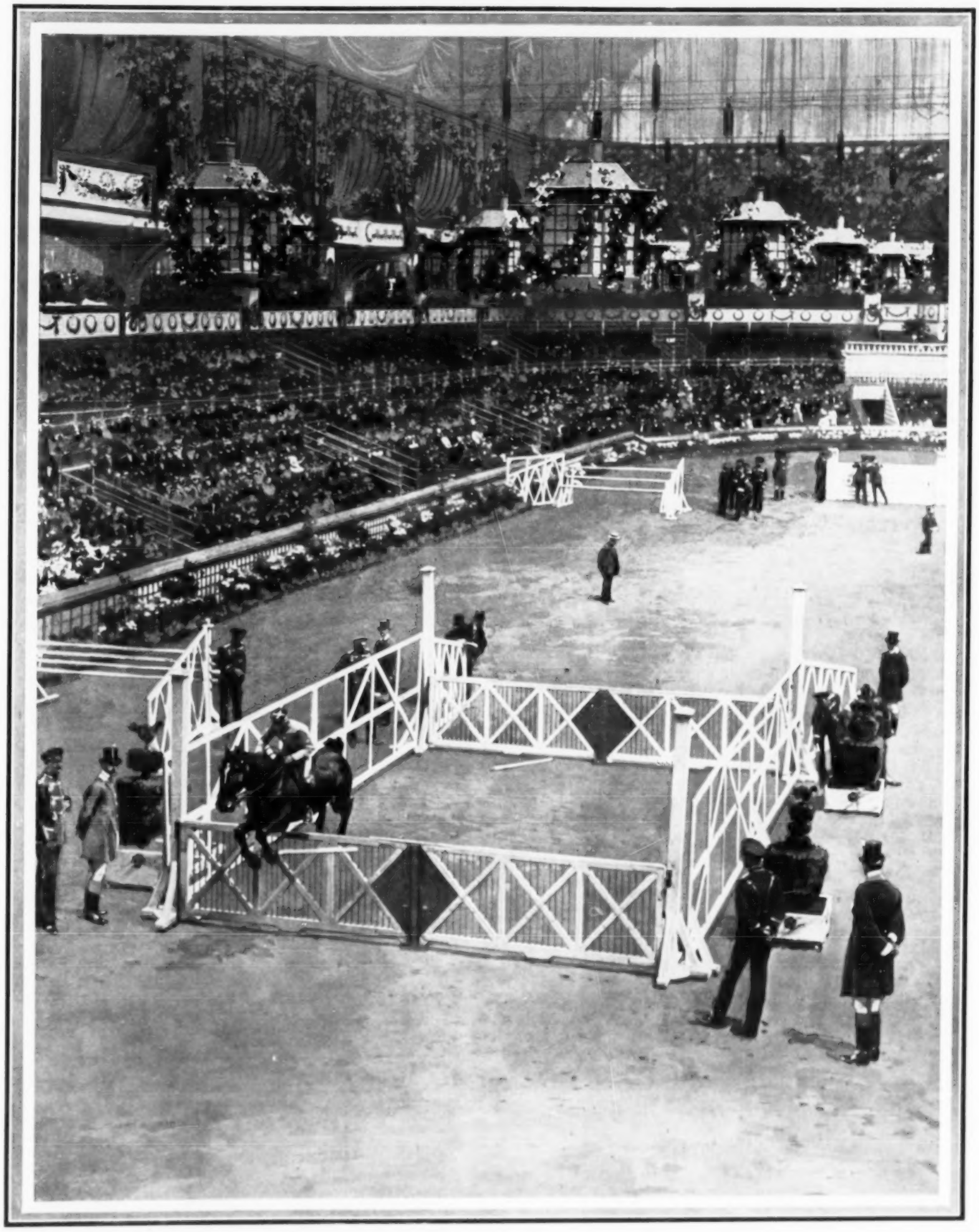
DRAWN BY FRANK REYNOLDS, R.I., OUR SPECIAL ARTIST AT HOYLAKE.

THE EVENT IN WHICH J. H. TAYLOR WON HIS FIFTH CHAMPIONSHIP: FRANK REYNOLDS'S IMPRESSIONS AT THE OPEN GOLF CHAMPIONSHIP.

The Open Golf Championship of 1913, played at Hoylake, was won the other day with a return of 73, 75, 77, and 79 (a total of 304), by J. H. Taylor, who thus became champion for the fifth time. E. Ray was next, with 312; then came H. Vardon and M. Moran, with 313 each; and J. J. McDermott and T. G. Renouf, with 315 each. The best amateur score was returned by Mr. J. Graham, jun., whose total was 318. With regard to those golfers who are shown on this page and not already mentioned, it may be said that J. Braid's return was 321; that T. Watt's was 335; that Mr. E. Blackwell's was 333; and that Mr. H. H. Hilton retired.

THE SEVENTH OF ITS KIND: THE HORSE SHOW AT OLYMPIA.

AFTER A PHOTOGRAPH BY C.N.



IN AN EVENT CALLING FOR NOTEWORTHY SKILL: A FRENCH OFFICER TAKING PART IN A JUMPING COMPETITION.

The International Horse Show at Olympia, which, it need hardly be said nowadays, has become one of the recognised functions of the season, opened the other day, and at the moment of writing is pursuing a most successful career. The preparation of the great building called, as usual, for considerable thought and lavish expenditure. It is on record, for example, that the decorative scheme cost £10,000 and necessitated the provision of, amongst other things, 50,000 artificial roses, 20,000 square yards of material for the "blue-sky" roof, 1000 silver maples, 350 specimen bay-trees, hundreds of ferns, some 30,000 plants, and 24,000 square feet of turf. It was arranged that President Poincaré's visit to the Show should take place on Thursday last, June 26. A feature of the events is the number of foreign officers who are competing. These include twenty-one French officers (together with twelve officers from the School of Cavalry at Saumur, for riding display only); two German officers; six Russian officers; eight Belgians; four Swedes; a Norwegian; six Italians; and [illegible] officers from Holland. Seven Canadian officers are taking part.

THE LAWN-TENNIS CHAMPIONSHIPS AT WIMBLEDON: CRA

Photographs by International News Service, S. and G., Illustration Bureau, El

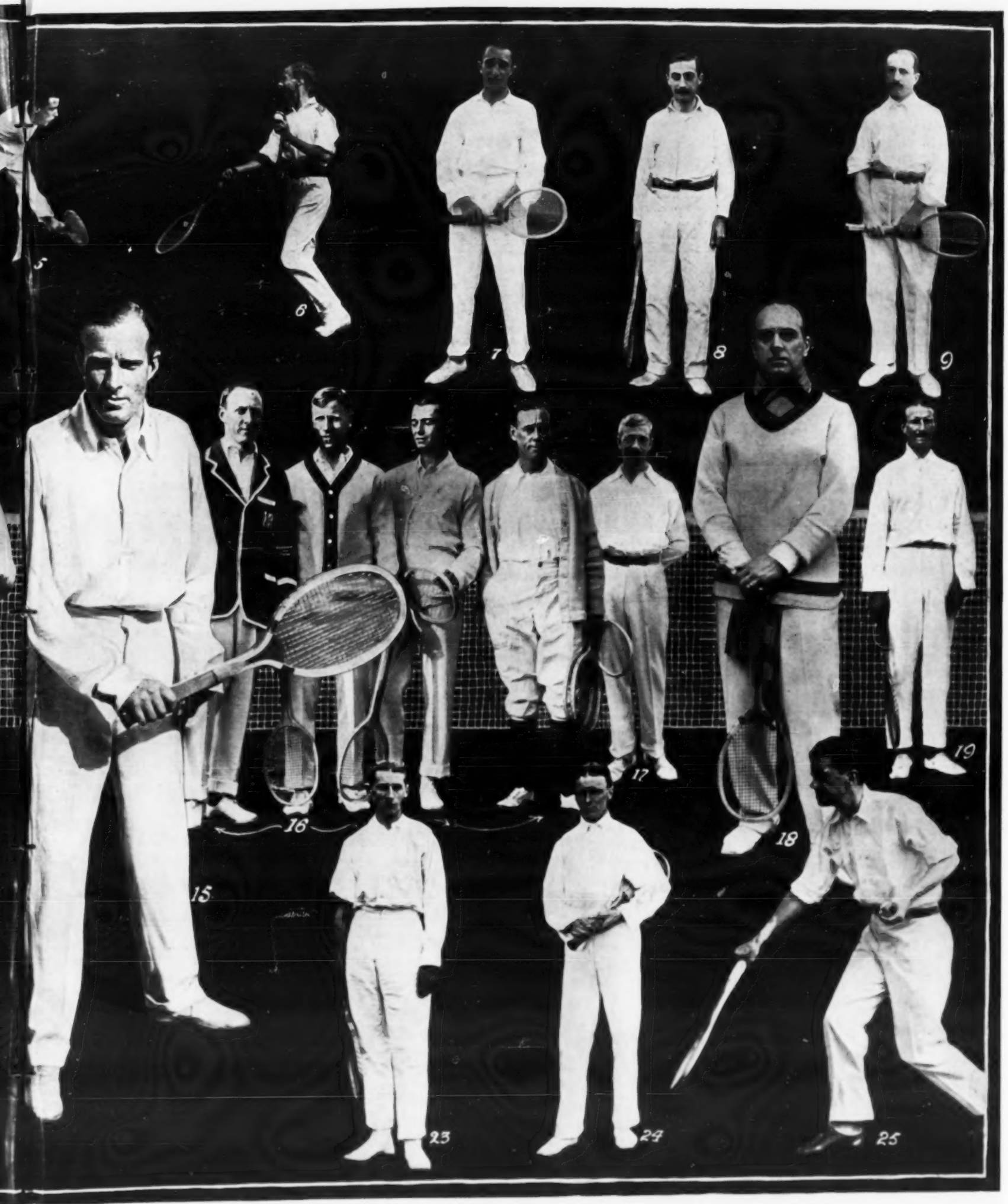
1. MR. V. R. GAUNTLETT (SOUTH AFRICA).
2. MR. A. E. BEAMISH (ENGLAND).
3. MR. P. DE BORMAN (BELGIUM).
4. MR. CRAIG BIDDLE (AMERICA).
5. MR. W. C. CRAWLEY (ENGLAND).
6. MR. R. F. LE SUEUR (SOUTH AFRICA).
7. MR. F. W. RAHE (GERMANY).
8. MR. T. M. MAVROGORDATO (ENGLAND).
9. MR. G. A. CARIDIA (ENGLAND).
10. MR. O. KREUZER (GERMANY).
11. MR. C. P. DIXON (ENGLAND).
12. MR. A. W. GORE (ENGLAND).
13. MR. H. G. MAYES (CANADA); MR. P. B. SCHWENGERS (CANADA); MR. S. J. FOULKES; AND MR. R. B. POWELL (CANADA)—ALL COMPETITORS.

8. MR. J. C
9. MR. A. F
10. MR. P. F
AUSTR

The draw for the Lawn-Tennis Championships took place at the All-England Club, at Wimbledon, the other day, and it was arranged that the play should begin on Monday, June [illegible] hundred-an Davis Cup, the final round of which will be played at Wimbledon on July 16 and following days, it may be recalled that this was presented, by Mr. Dwight Davis, eleven years ago, [illegible] international later she lost it to Australasia, where it remained until November of last year, when the British team w[illegible] victorious at

N: CRACK PLAYERS FOR "THE BLUE RIBBON OF THE LAWN."

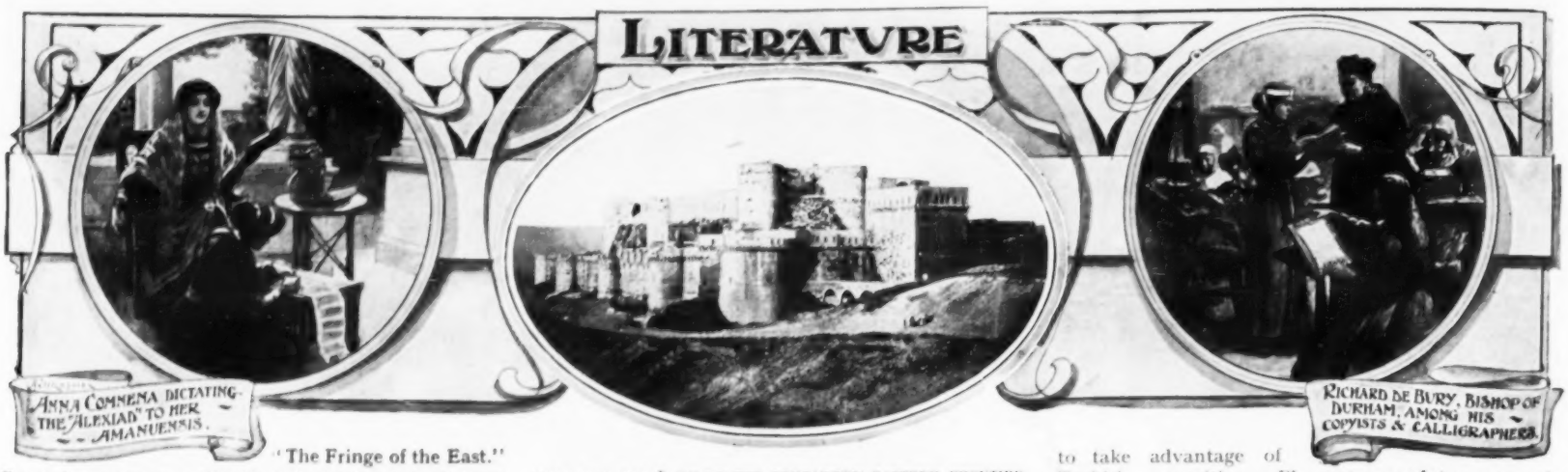
ION, BEAU, ELLIOTT AND FRY, L.E.A., L.N.A., AND C. TRAMPUS.



5. MR. J. C. PARKE (ENGLAND).
6. MR. A. F. WILDING, THE CHAMPION.
7. MR. P. HICKS; MR. S. N. DOUST OF AUSTRALASIA); MR. A. B. JONES (AUSTRALASIA); AND MR. H. M. RICE (AUSTRALASIA).
17. MR. G. A. THOMAS (ENGLAND).
18. MR. H. ROPER BARRETT (ENGLAND).
19. MR. F. G. LOWE (ENGLAND).
20. MR. MAX DECUGIS (FRANCE).
21. MR. C. R. LEACH (SOUTH AFRICA).
22. MR. A. H. LOWE (ENGLAND).
23. MR. H. KLEINSCHROTH (GERMANY).
24. MR. E. LARSEN (DENMARK).
25. MR. R. N. WILLIAMS (AMERICA).

hundred-and-fifteen competitors, from all parts of the world, will meet in an endeavour to be in a position to play against the champion, Mr. A. F. Wilding, on July 5. With regard to the ternational competition, and that the contest for it arouses even greater interest than those for the World's Championship. In 1903, England won the Cup from America; but four years rious at Melbourne. Since the above was prepared France has decided not to send any players to Wimbledon.

LITERATURE

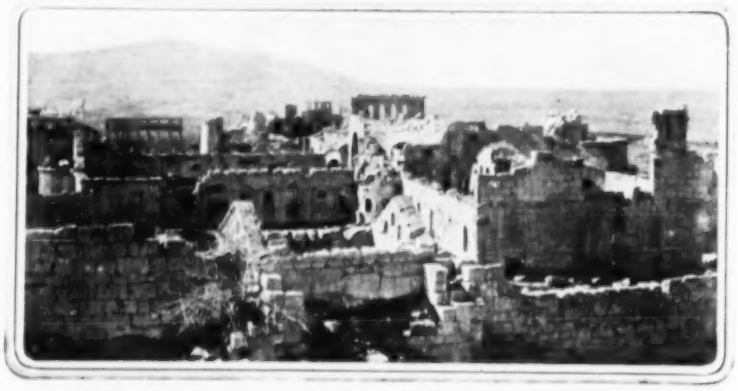


ONCE THE BULWARK OF THE CRUSADERS' EASTERN FRONTIER
QAL'AT EL-HOSN—A CASTLE IN SYRIA.
The site was ceded by Raymond of Tripoli (Syria) to the Hospitallers, who built the castle. They called it the Castle of the Knights.

THE FRINGE OF THE EAST.
A Journey through Past and Present Provinces of Turkey
BY HARRY CHARLES LUKACH.
Illustrations Reproduced by Courtesy of the Publishers, Messrs. Macmillan.

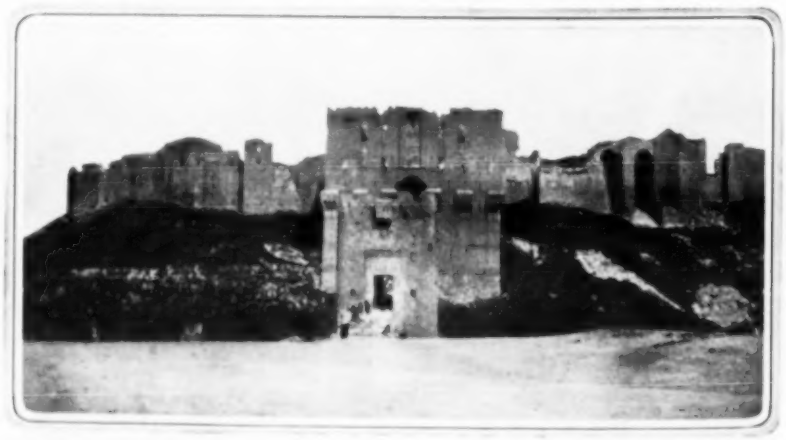
"The Fringe of the East."

Some five years ago, Mr. H. C. Lukach returned from a journey in the Near East, having visited Levantine monasteries, the Holy Land, and the fascinating country between Aleppo and the Euphrates. A book was, of course, inevitable, but it is hard to account for the delay in publishing "The Fringe of the East" (Macmillan), unless Mr. Lukach has taken too literally the familiar statement that the country is "unchanging." He acknowledges now, rather ruefully, that the East has upset the old-time theory of travellers, and that it has spent most of the years since his return in changing everything it had to change. Even the railroad has not hesitated to intrude upon the bridle-tracks and rough roads that he travelled in moderate discomfort. But progress will not wait upon travellers' convenience in these days; it pushes on, intent upon making the desert blossom like a rose, if not with flowers, then with dividends, and Mr. Lukach may consider himself fortunate inasmuch as his narrative remains pleasantly readable. It is greatly helped by a series of photographs, selected with judgment and taken with skill. His account of Mount Athos and its religious establishments is of special interest at a time when the district may possibly become a buffer State in the interest of permanent peace between the Allies. In Nabulus, the ancient Shechem, the priests showed Mr. Lukach the Scroll of the Law that they keep for favoured strangers, and he not only accepted it as the genuine article—that is, the oldest codex of the Pentateuch—but has published a photograph, together with a lengthy description. He may console himself with the thought that he is only one among the many who have been taken in by the astute Samaritans. Perhaps the special interest attaching to Mr. Lukach's journey begins with the arrival at Homs and ends when Tell Ahmar was reached, for the country lying between these two points is now coming rapidly into the arena of commercial enterprise. It is enormously wealthy, and powerful European influences are at work to divert that wealth in different directions. Since the author travelled through the land great changes have taken place, and before many years have passed we shall be able to turn to his pages with interest for a reminder of what life was like between the Eastern Mediterranean and the Euphrates before European interests were able to take advantage of Turkish necessities. Pleasant anecdotes serve to lighten the author's pages, but one could wish that he had not been quite so anxious to transliterate his Arabic.



WHERE ST. SIMEON STYLITES SAT ON HIS PILLAR FOR THIRTY YEARS
QAL'AT SIM'ÂN, IN SYRIA—LOOKING SOUTH.
"Qal'at Sim'ân (= Arabic for the Castle of Simeon); and the Castle of Simeon is the monastery of St. Simeon Stylites. . . . Simeon died in 459. . . . Around his column, of which the base alone remains, rose the monastery church."
From "The Fringe of the East."

AT THE "SEA-PORT IN CYPRUS" WHICH WAS THE SCENE OF THE TRAGEDY OF OTHELLO: RUINED CHURCHES AT FAMAGUSTA.



WHERE LEGEND TELLS THAT ABRAHAM MILKED HIS COW: THE CITADEL OF ALEPPO—THE ANCIENT BEROEA REBUILT BY SELEUCUS NICATOR.

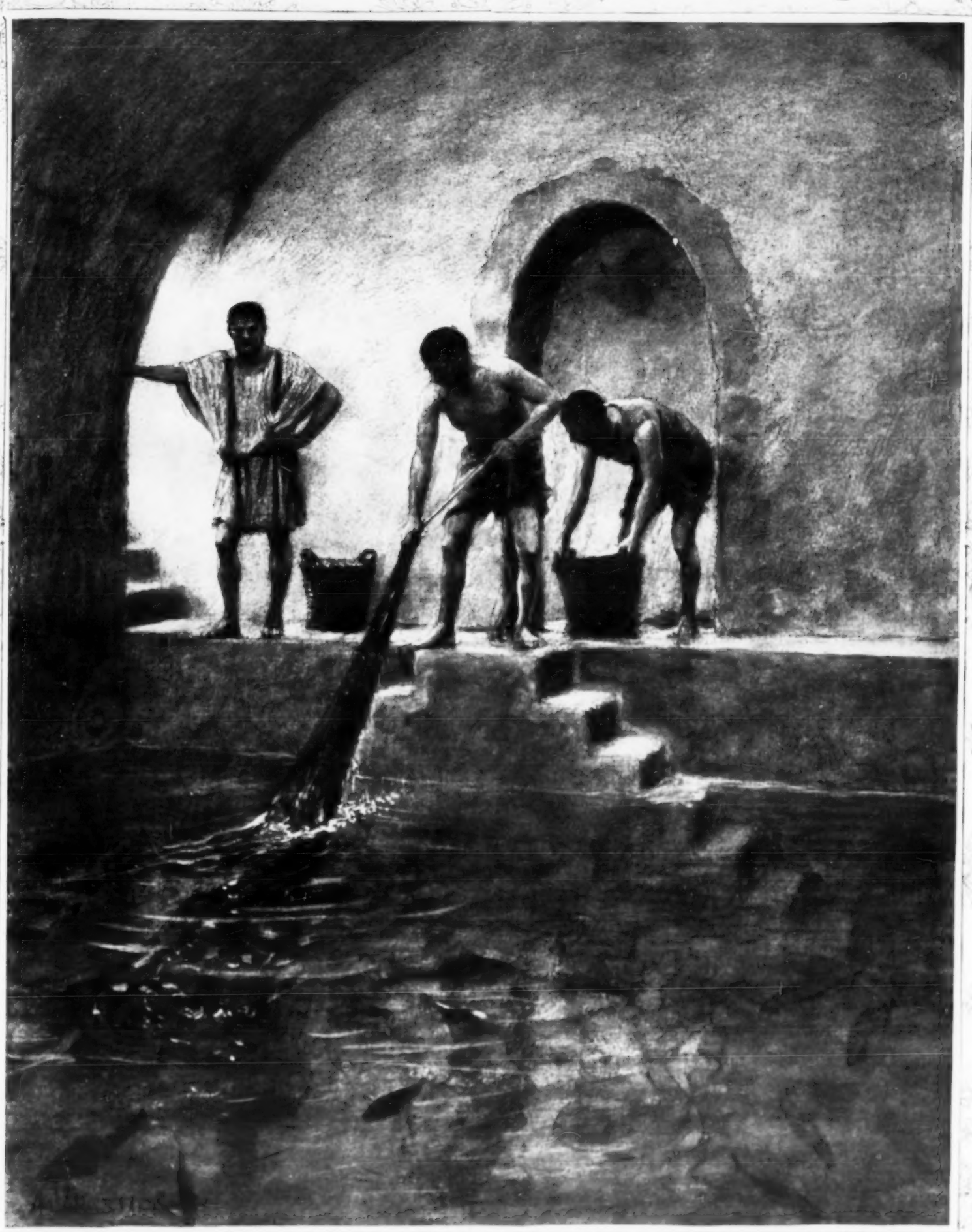
From "The Fringe of the East."

A GIFT OF HENRY VIII.: A BIG GUN OF TUDOR TIMES FOUND IN CYPRUS.
The above is one of nineteen cannon presented by Henry VIII. to Villiers de l'Isle Adam for the recapture of Rhodes. It was found in Famagusta Harbour, and is now at Government House, Nicosia.
From "The Fringe of the East."

Tarpon-Fishing. Mr. Dimock has larger claim to write "The Book of the Tarpon" (Frank Palmer) than the circumstance that he believes himself to be the first to take the great fish on rod and line. That was in 1882, before the tarpon had won recognition as a game-fish; and since then the author has taken it with all sorts of lawful tackle; and also with the harpoon. Of the last method he writes that "it is several games rolled into one"; of its sporting character there can be no doubt after reading his account; and we are only debarred from full assent to its sporting legality by the fact that it must be necessary frequently to kill the quarry, and that is averse from the ethics of tarpon-fishing. For be it known that tarpon-fishing differs from all other angling in that the unwritten laws of the sport prescribe the death of your first capture, and of none other. The fish is not good to eat; it furnishes no trophy, unless it be the horny eye-covering or scales the bigness of an oyster-shell; and when it has been brought alongside boat or canoe—inboard by the scrupulous or indifferent to wet and slime—and freed from the hook, the tarpon receives its discharge to furnish excitement in ratio with its size to whomsoever next may lure it. For strength and gameness there is no fish to equal the tarpon, and its leaping habit, indulged at any stage of the fight when it feels the hook, lends the sport a distinction which is not without danger to the frail craft of the fisherman. Mr. Dimock writes brightly, and infects the reader with his own enthusiasm; withal he conveys a great deal of information with regard to resorts, seasons, guides, and methods, which renders his work of really practical use to the man who would taste of the joys of this, the sport of Florida. The numerous photographs form a very attractive feature of a readable book. "No available sport," says Mr. Dimock in conclusion, "offers greater legitimate excitement than tarpon-fishing."

FISHING UNDER AN EMPEROR'S PALACE FOR FOOD FOR HIS TABLE.

A RECONSTRUCTION BY A. FORESTIER.



AS IT WAS IN NERO'S HOME ON THE PALATINE: NETTING SEA FISH—THE ONLY KIND EATEN BY PATRICIANS—IN A SUBTERRANEAN FISH-TANK BY THE SIDE OF THE TRICLINIUM.

Commendatore Boni described the other day, in a most interesting lecture at King's College, London, recent discoveries made during his excavations on the Palatine, some of which were illustrated in our issue of May 31. With regard to this reconstruction, which he made from memory of one of the lantern-slides shown, Mr. Forestier writes: "In Nero's Palace there were found, by the side of the triclinium (or dining-room), five well-preserved subterranean rooms, carefully plastered and cemented, vaulted, and in communication with each other. These were the piscinae, or fish-tanks, in which sea-fish were kept alive in water brought from the sea by means at present not definitely ascertained. It is well to state that the fresh-water fish was food only for the plebeians; the patrician families, and, naturally, the Emperors, ate only sea fish, numerous varieties of which were kept in plenty to meet the demand of the imperial table. The drawing represents one of the piscinae. The piscinae are at present, of course, dry. But to render an idea of their practical purpose, fishermen are shown in the act of netting the fish, while an attendant of the kitchen is waiting for the catch to be completed. Light was admitted from the top of the vault. In the present tank a double flight of steps was used to reach the bottom for cleansing or repairing.

BY ONE WHO "ORCHESTRATES" COLOUR AND IS MASTER OF A V

Reproductions from "The Decorative Art of Léon Bakst," by Courtesy of the P

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A very short time ago, comparatively speaking, Léon Bakst was a name unknown to the average Englishman. Then the Russian Ballet came to London, not only with its great dancers, but with scenery and costumes which, in their well-ordered riot of primitive colours, their ingenious Orientalism, and their general air of being precisely the right thing, captivated the more artistic, precisely as Nijinsky,

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of Fine Arts in his native city. The official air of this institution was too redolent of red tape for him; and, cutting himself free from the trammels, he went to Paris in 1895, there to be a pupil of Edelfelt for three years. Commissions were a sequel to this; but it was not until 1906 that he really gained that credit which was his due. In that year, he was responsible for the decorations, and arranged a "bosquet" for the Exhibition of Russian Art. That put the stamp of reality upon his reputation, and it was made very evident that he should turn his attention to the stage. This he did. St. Petersburg gave him his opportunity, asking him to paint the scenery for "Oedipus at Colonus," and for "Hippolytus" for the Imperial Theatre. The older critics, of course, became rampant; but there were many who did not see eye-to-eye with them and were justified of their opinion, as is proved by the legitimate vogue of the artist. For that reason, and for the reason that more of his work will be seen during the present Russian Opera and Ballet

1. A COSTUME FOR "LES PAPILLONS."
2. A YOUTH IN "NARCISSE" (IN THE COLLECTION OF M. CARNOT, PARIS).
3. THE AGONY OF ST. SEBASTIAN; FOR "LE MARTYRE DE ST. SÉBASTIEN" (SECOND IDEA).
4. HARLEQUIN (M. NIJINSKY) IN "CARNAVAL" (IN THE COLLECTION OF M. THIEBAUD-KAHN, PARIS).
5. THE FAUN (M. NIJINSKY) IN "L'APRES-MIDI D'UN FAUNE" (IN THE COLLECTION OF THE MARCHIONESS OF RIPON).

Continued.]

as an essential factor in, and an integral complement of, the enchanting inventions of the poets and musicians with whom he has worked." Again: "There are regions where words seem never to have lived—regions, in truth, where they could not live. These are the realms of sound, the Kingdoms of Melody and Harmony. . . . Strangely enough, music, like poetry, also calls up before our eyes forms that move swiftly and colours that scintillate even more rapidly." There Léon Bakst reigns. He sees the colours of music. "He realises an

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7. SCEN

orchestra
costumes
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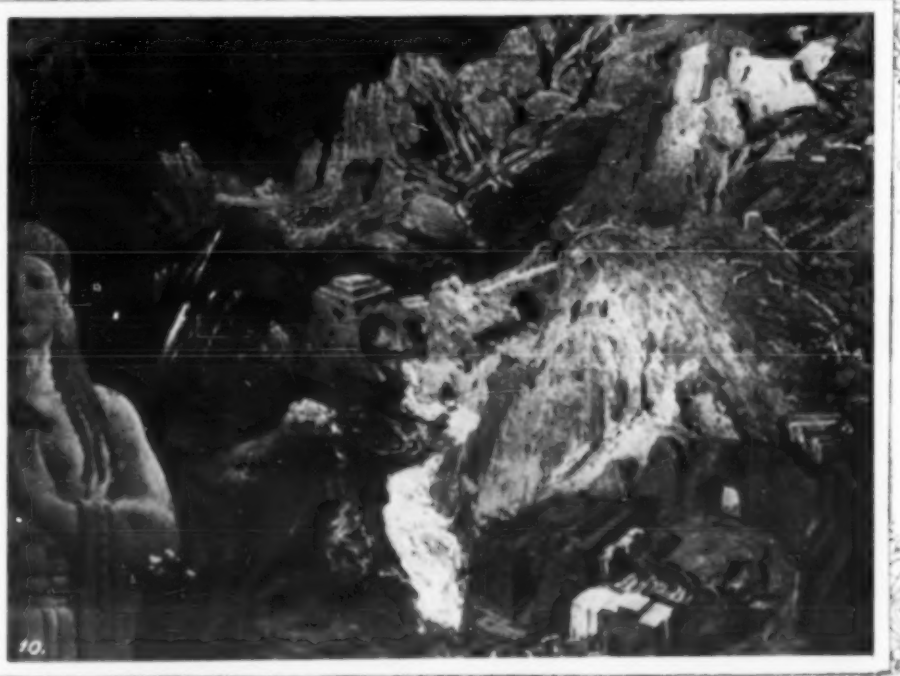
OF A WORDLESS REGION: "THE DECORATIVE ART OF LEON BAKST."

COURTESY OF THE FINE ART SOCIETY, OF NEW BOND STREET, PUBLISHERS OF THE BOOK.

Karsavina, and the others have captivated them. There can be few, in consequence, who are not familiar now with Bakst and his work. The recognition of him was, it must be said, perhaps to our discredit, first on the Continent, as alas! it nearly always is. Born in St. Petersburg in 1868, the man now hailed as a master decorator, particularly for the stage, studied at the School

season at Drury Lane, no better period than the moment could have been chosen for the publication, by the Fine Arts Society, of New Bond Street, of the superbly produced "Decorative Art of Léon Bakst"; with an appreciation by Arsène Alexandre, and Notes on the Ballets by Jean Cocteau. The volume, with its perfectly presented plates in colours and gold, is one which cannot fail to rejoice all admirers of the designer's work, and we know that these are becoming legion. Bakst's appeal is many-sided. This the writer of the Appreciation fully realises. In substantiation of the statement, we may quote a few lines: "The wonderful series of stage-settings that Léon Bakst has given to the world owe a great deal of their fascination to the strange blending of rich and sensuous beauty with a note of something sinister—almost menacing. From the first he was acclaimed a master of the harmony of line and colour *in movement*; that is one of his great secrets, and with each successive production his work has been more clearly recognised



6. A COSTUME FOR "LES PAPILLONS."
7. SCENERY FOR ACT I. OF "DAPHNIS AND CHLOE," THAT "ROMANCE OF A ROCOCO ARCADIA" WHICH IS RECALLED BY MANY A PICTURE (IN THE COLLECTION OF M. JACQUES DOUCET, PARIS).
8. TERROR ANTIQUUS; EXHIBITED IN THE SALON OF 1906, WHEN, CURIOUSLY, IT WAS SOMEWHAT UNNOTICED.
9. TERROR ANTIQUUS—DETAIL.
10. TERROR ANTIQUUS—DETAIL.

orchestration' of colour in unison with the true colour of music." Further: "Bakst knows how to clothe his figures, Historical, Mythical, or Tragic, in 'danceable' dresses. . . . His costumes seem to be the natural garment—the logical envelope, so to speak—of the figures that the painter has been at pains to understand and bring to life." For the rest, we have but space to say, as, indeed, we have already said, that this beautifully turned-out book on the Art of Léon Bakst is one which none who would be in the movement can afford to neglect.

SCIENCE AND NATURAL HISTORY

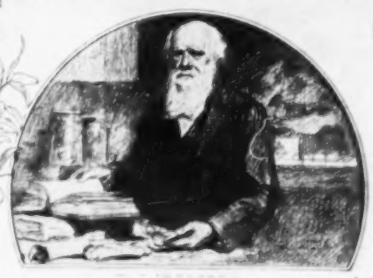


Photo. Bassiglia.

BLIND; AND A DWELLER IN THE SUBTERRANEAN WATERS OF MOUNTAIN CAVES TO THE EAST OF THE ADRIATIC: A SPECIMEN OF THE PROTEUS AT THE "ZOO."

This creature, which lives in complete darkness in the subterranean waters of caves in the mountains to the east of the Adriatic, is blind; in fact, has only rudimentary eyes, which are hidden beneath its skin. It can only be captured in time of flood, when it is driven to higher levels than those which are its usual home.

SCIENCE JOTTINGS.

THE DANGERS OF DYSPEPSIA.

NONE of the lesser ills of life are treated by the ordinary man with less attention than troubles of digestion. "Only a little indigestion" is the phrase with which doctor and patient alike are wont to greet the appearance of its constantly recurring symptoms. Yet it would be difficult to find any which ought to be more carefully watched, or which are more frequent forerunners of serious maladies. Dyspepsia or painful digestion is, as Dr. Héricourt has shown in his instructive work, "Les Frontières de la Maladie," a sign in children of a predisposition to gout and rheumatism; in adults it is often the cause of appendicitis, and in old age it leads directly to hardening of the arteries. Moreover, there can be little doubt that it is on the increase. The rush and strain of modern life, the substitution of sedentary work for the out-of-door occupations in which our forefathers for the most part passed their lives, the great increase of reading and writing, with their consequent eye-strain, all go to make dyspepsia more common in this generation than the last. Even if it did not have any of the worst effects attributed to it by Dr. Héricourt, it would be worth while to fight resolutely against it, were it only for the widespread misery it causes, and the way it poisons all the pleasures of living.

Whatever part may be played in its establishment by heredity or occupation, the immediate cause of dyspepsia is not difficult to trace. Probably by reason of the chronic or temporary failure of the nerves which regulate such matters, the acid of the gastric juice is secreted in excess. Hence that part of the food which is taken in the form of flesh is too rapidly digested, and passes into the intestine overcharged with acid. But the digestion which takes place within the intestine itself demands an alkaline medium, and the presence there of an excess of acid leads to the food which is of the fatty and farinaceous kinds remaining unaltered. Moreover, the glands secreting the gastric juice become in time exhausted by the extra work laid upon them, and to the stage of "acidity" succeeds one in which an amount of acid insufficient to digest meat is supplied to the stomach. Then follows the arrival in the intestine of undigested matters which cause irritation, as is quickly shown by the symptoms of inflammation of the mucous membrane, or entero-colitis, and with this comes the formation of gas and of toxines which go to aggravate the original malady. If these be neglected, as they too often are, the patient is in a fair way towards that appendicitis which is brought about by the attack of septic and pyogenic, or pus-forming, microbes upon the gland of the appendix. When this is allowed to develop, no certain means of cure seems to remain but the surgical removal of the gland itself.

The successful treatment of the earlier symptoms, however, should, according to most writers, be directed to the removal of their cause. What seems to be the best opinion of the present day declares this to be always fatigue, and in most cases fatigue of the nerves. Hence everything which can increase the power of the nerves to resist strain is, as doctors say, indicated. Out-of-door recreation, cold baths, and the avoidance of overcrowded and overheated rooms are, especially for the young, the most valuable methods of attaining this end. Hence the periodical visit to the seaside or to other health resorts which has become a national institution is dictated by a sound instinct. Yet we should not forget that Nature's own way of repairing the disorder of any function or organ is repose, and this may often be practised when others are out of the question. Dr. Héricourt asserts that he has often seen the premonitory symptoms of appendicitis entirely disappear after a fast of from eight to ten days. During that time, he says, the patient should be confined to bed, so as to make as little demand on the organism as possible, and allowed to eat or drink nothing but mineral water to assist in the purification of the blood. This will seem to many a heroic remedy, and one not to be undertaken lightly. Others are the periodical use of purgatives, to which the medical profession seems to be slowly returning, the careful regulation of diet, and an increase of the time devoted to sleep. In all of them—even in the last-named—lurk dangers unsuspected by the layman, and none should be adopted without competent medical advice when obtainable. The great fact to be borne in mind can be summed up in the sentence, "Never neglect a long-continued or recurring indigestion."—F. I.

Photo. Gradowski.

TO ENABLE A HYDRO-AEROPLANIST, FALLING INTO THE WATER, TO BREATHE WHILE BELOW THE SURFACE, DISENTANGLING HIMSELF: THE DRÄGERWERK APPARATUS IN USE BY AN AIRMAN.

The equipment worn by the airman in the photograph is for use by fliers of hydro-aeroplanes, and is the invention of Messrs. Dräger-werk, of Lübeck. It consists of a breathing-apparatus, for the supply of oxygen and re-purified oxygen to its wearer, and a life-saving swimming-vest of rubber-coated fabric. It will enable an airman falling into the water to breathe and work below the surface for a while, while disentangling himself from his machine. The whole breathing-equipment, which has a cylinder with a capacity of sixty litres of oxygen, and a potash air-purifying cartridge, weighs only 5·1 kilogrammes, including the swimming-vest to which it is fixed. The same outfit can be used by airmen making flights at very high altitudes. In the case of a fall into water, the airman wearing the device would merely have to place the mouthpiece in his mouth and open the valve.

CANNIBALISM IN THE ANIMAL WORLD: A FEMALE SCORPION DEVOURING HER PROGENY—SHE HAS ONE INFANT SCORPION ALREADY IN HER MOUTH AND ONE IS SEEN IN EACH PAIR OF NIPPERS, READY TO BE DEVOURED IN THEIR TURN.

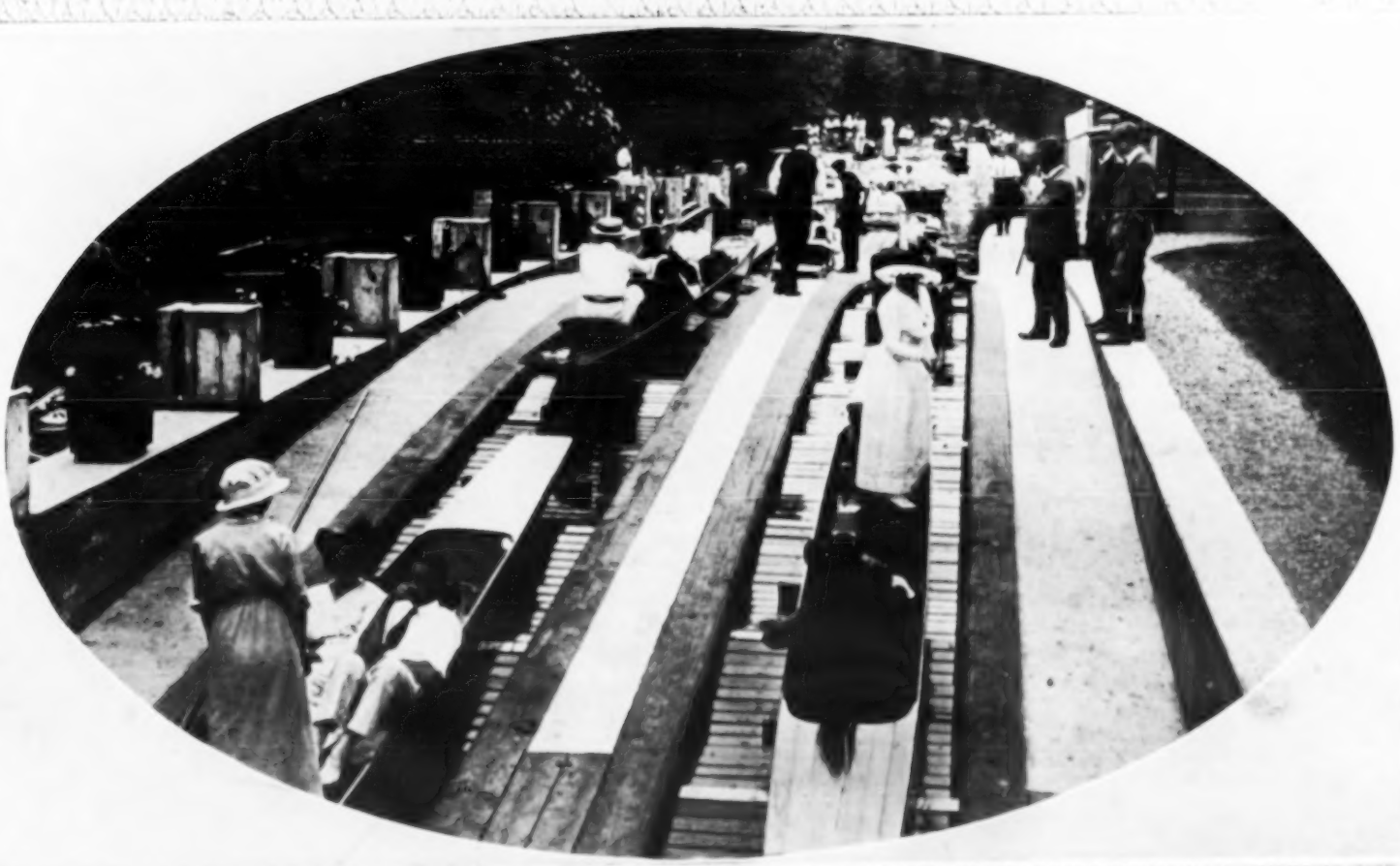
CANNIBALISM IN THE ANIMAL WORLD: A SCORPION DEVOURING A SCORPION—NOTHING SEEN OF THE VICTIM BUT THE LAST THREE DIVISIONS OF THE BODY AND THE STING.

Photographs by Bongiovi, from the Chiarelli Collection.

SPEEDING UP AT BOULTER'S LOCK: RIVER SCENES ON ASCOT SUNDAY.

Photographs by G.P.U.

ALWAYS ONE OF THE SIGHTS OF ASCOT SUNDAY: BOULTER'S LOCK AS IT WAS LAST WEEK-END, CROWDED WITH PLEASURE-CRAFT—SOME OF THE 1600!



THE MOVING-STAIRCASE PRINCIPLE APPLIED TO A LOCK: BOATS BEING CARRIED BY THE ELECTRIC CONVEYER, AT BOULTER'S, WHICH WORKS ON ENDLESS CHAINS.

Ascot Sunday was accompanied by brilliant weather this year, and, as a natural result, the Thames was gay with river-men and river-girls. Nowhere, of course, was the scene more animated—or, to use a "cliché," more kaleidoscopic—than at Boulter's Lock. There a great crowd, on the bank and on the new bridge, watched the coming and going of the boats. At times, needless to say, there was some little congestion; but traffic is dealt with with much greater rapidity than it was in the past, and there was never serious delay. The chief cause of this is the new electric conveyer, working on endless chains, on which craft are borne to the upper or lower water in remarkably little time. The whole operation, indeed, only takes three-quarters of a minute. Passengers remain in the boats. Over 1600 boats went through the lock during the day—a record.

ART · MUSIC · AND · THE · DRAMA ·

Russian Opera at Drury Lane: M. Damaew in "Boris Godounow."

Russian Opera at Drury Lane: Mme. Petrenko in "Boris Godounow."

Three Photographs by Gerlach.

Russian Opera at Drury Lane: Mme. Brian in "Boris Godounow."

MUSIC.

As far as this season is concerned, Covent Garden will probably hear the last of Caruso to-night (June 28). The great tenor may not be all he was, but he was never so popular in the days when his voice was yet more remarkable than it is, and, as was remarked a week or two ago, he has supplemented his power to hold the house by giving more attention to method than was necessary in the old days. Then the sheer volume and tone sufficed. He is not the Caruso of half-a-dozen years ago, but he remains easily first among the ever-dwindling company of great tenors. In "La Bohème" and "Aïda" he has been heard at his best.

The revival of "Faust" was rather a disappointment. With the exception of M. Franz, who had sung in "Louise" on the previous night, nobody approached the first class. Even Melba, to whom every note of the opera is familiar, could not recall her own achievements as Marguerite. M. Gilly was a somewhat disappointing Valentine, and seemed, for some reason, a little "fluffy" in his part; the new Siebel is hardly more than adequate, and there was a strange lack of animation among the principals, which contrasted oddly with the vigour and enthusiasm of orchestra and chorus. One might have been pardoned for thinking that Gounod's opera was making little or no appeal to those most concerned. There was a well-filled house, and applause was not lacking, but it was one of the nights when the current of good intentions turns awry.

The appearance of Paderewski at the Queen's Hall with the London Symphony Orchestra, under Nikisch, was quite sufficient not only to draw a full house, but to provoke acute controversy. For some, his playing of the "Emperor" Concerto was a delight, for others, it was a test of endurance. There were those who listened enraptured; there were those who felt that even Paderewski's position and accomplishment could not justify the reading. Certainly the effort was a great one. Of the "Eroica" Symphony and "Egmont" Overture that completed the evening's programme, there is no need to say more than that Nikisch seemed to find fresher beauties in both.

Mr. Mlynarski is giving, at Queen's Hall, a short series of concerts devoted to Slavonic music, and the first programme was made up of the work of Polish composers. The London Symphony Orchestra gave the programme a capable rendering, though more rehearsal would not have been superfluous; and Mr. Paul Kochanski was heard to advantage in the solo part of a violin concerto by Karlowicz, which is a fairly formal and conventional composition, full of a certain superficial beauty, but nowhere marked by any deep feeling or exalted ideas. The conductor's own symphony was, perhaps, the best piece of music given at the opening concert.

At the Æolian Hall last week, Mr. Leonard Borwick gave a remarkable recital. He was heard at his best in some eighteenth-century music, the Mozart and Scarlatti being played with exquisite appreciation. The arrangements for the piano of a Debussy nocturne and the "Après-midi d'un Faune" were, in their way, a revelation.

Photo. Gerlach.

ACCLAIMED AS THE GREATEST LIVING BASS: M. CHALIAPINE, IN THE TITLE-RÔLE OF "BORIS GODOUNOW."

Sir Joseph Beecham arranged to inaugurate his Russian Opera and Ballet season at Drury Lane on Tuesday, June 24, with a presentation of "Boris Godounow."

PLAYHOUSES.

"THE GILDED PILL," AT THE GLOBE.

If he has done nothing else, Mr. Storer Clouston has done one thing in his new piece, "The Gilded Pill," to earn playgoers' gratitude. He has fitted that popular favourite, Mr. Rutland Barrington, with a part which evokes memories of many of the actor's most agreeable performances, and exploits very happily his genial and humorous personality. The pink-faced, grey-headed, hearty and somewhat uneducated pill-inventor, confronted with a family of snobs whom he has to disabuse as to their origins, constitutes the play, and the whole of the play; and it would be easy, did not Mr. Barrington make us forget all such accidents, to point out that so amiable a soul as Robert Dennison proves himself was hardly likely to have attained a great success in business. But at the Globe once more, just as in the days of "Patience" and "The Mikado," the old Savoyard hypnotises us and we are content.

"BUNTY" REAPPEARS.

"Bunty" has returned to town, this time taking up her quarters not at the Haymarket, but again at the Playhouse. Here the managing little heroine of Mr. Moffat's play was once more received with open arms last Monday night. The harmony which gave such pleasure at the Haymarket has not been disturbed in the Playhouse revival. Miss Kate Moffat is at hand with her air of good-humour and her coaxing ways to give us the only conceivable reading of Bunty, and she has with her as Weelum Sprunt, the colleague equally indispensable—to wit, Mr. Watson Hume. These, and Miss Jean Turnbull as the old maid, resume their former rôles. The only important change is that which substitutes, in place of the author, Mr. W. R. Morand as stern old Tammas; but no hole can be picked in his performance, or, indeed, in those of the other newcomers.

(Other Theatrical Notes elsewhere in this Number.)

Photo. Gerlach.

IN ONE OF THE THREE NOVELTIES AT DRURY LANE: MLLES. KARSAVINA AND SCHOLLAR, AND M. NIJINSKY, IN "JEUX."

Photo. Gerlach.

THE BALLET OF THE LOST TENNIS BALL: MLLES. KARSAVINA AND SCHOLLAR, AND M. NIJINSKY, IN "JEUX," AT DRURY LANE.

IN THE BEARDSLEY MANNER: THE SALOMÉ OF THE RUSSIAN BALLET.

PHOTOGRAPH BY GERSCHEL.

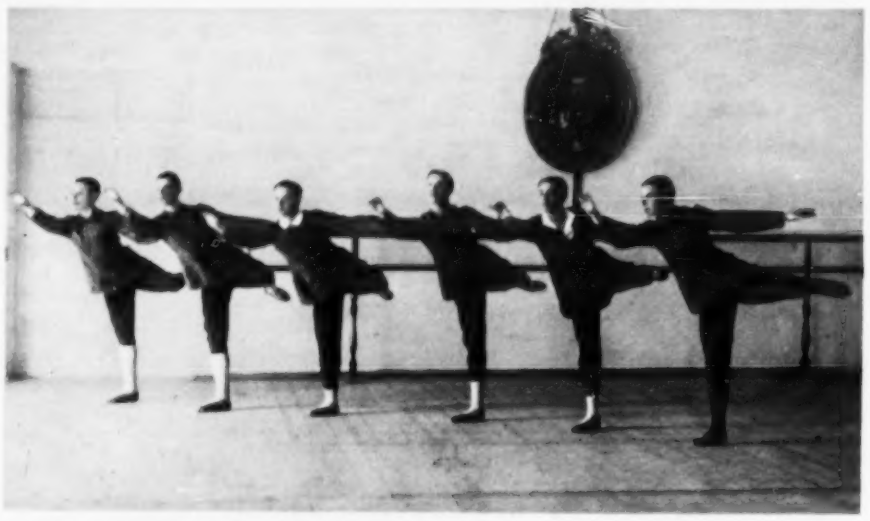
AS SHE WILL APPEAR AT DRURY LANE DURING THE PRESENT SEASON: MME. KARSAVINA IN THE TITLE-RÔLE OF "LA TRAGÉDIE DE SALOMÉ."

During Sir Joseph Beecham's season of Russian Opera and Ballet at Drury Lane, which it was arranged should begin on June 24 and close on July 25, three ballets new to London will be presented. These are "Jeux," with music by Claude Debussy; "La Tragédie de Salomé," with music by Florent Schmitt; and "Le Sacre du Printemps," with music by Stravinsky. "Salomé" will be presented for the first time on June 30.

MAKING RUSSIAN DANCERS: IN THE IMPERIAL SCHOOL, ST. PETERSBURG.

1

Each year about a hundred and twenty nine-year-old boys and girls, including children of ballet-dancers, and often children of stage-hands, present themselves at the Ballet Department of the Imperial Theatre School in St. Petersburg. As there are only from fifteen to eighteen vacancies annually, a selection must be made. The youngsters are medically examined, and a proportion of them are rejected. Those who pass this test are brought before a Commission of dancers and ballet-masters, who put them through a most thorough examination, watching critically every movement and every physical perfection or fault.



POSSIBLE NIJINSKYS OF THE FUTURE: BOYS OF THE MORE ADVANCED CLASS LEARNING BALLET-DANCING IN THE IMPERIAL SCHOOL AT ST. PETERSBURG.

2

The members of the Commission note those they consider to be the best, and on their collective opinion depends the choice of somewhat over eighteen of the children, who are accepted provisionally. All the newcomers are then on trial for a year. At the end of that time those not considered good enough are dismissed. During this period the girls wear, except when dancing, the brown dress and black apron which are the uniform of all school-girls in Russia. The boys wear no special clothes to mark their position. Each girl, when she has been accepted finally, receives a beautiful cornflower-blue uniform

DURING THEIR YEAR ON APPROBATION: LITTLE GIRL-PUPILS OF THE BALLET-SCHOOL OF THE IMPERIAL THEATRE, ST. PETERSBURG, AT THEIR LESSONS.

A PUPIL FOR WHOM A GREAT FUTURE IS PREDICTED: ONE OF THE SCHOOL'S BEST GIRL DANCERS REHEARSING.

3

dress, which reaches to the ground, and black aprons; with white aprons for festive occasions. For the dancing lessons she wears the short ballet-skirt, not of gauze, but of light grey-green cotton, with tights of the same colour, or of greyish olive-green. The more talented of the pupils find themselves, in due course, in a higher class, and then wear pink ballet-skirts as marks of distinction. The highest sign of all is the white muslin ballet-skirt. The boarding school for these dancers of the future holds 48 girls and 34 boys. In addition, some 25 girl pupils and 20 boys live at home. The girls and the boys are taught their dancing apart,

WITH FIFTY BEDS: A GIRLS' DORMITORY IN THE BALLET SCHOOL OF THE IMPERIAL THEATRE, ST. PETERSBURG.

4

but are together in the school for other lessons. The pupils are awakened at eight o'clock in the morning. At mid-day they are taken for a walk. The mornings are devoted to dancing; the afternoons to the learning of languages, a little geography, history and arithmetic. Fencing and miming are taught also. Further, the boys have to learn how to hold the girls while they are posing and twirling during their dancing, an exceedingly difficult art. The work of dancing is indeed, and obviously, very hard: none substantiate this statement more certainly than the great dancers. Only the other day, for instance, Mme. Anna Pavlova, talking to

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[Continued.]

the "Daily Chronicle," said: "To dance for a living, is it good—for the health—for the woman? . . . It is splendid; but it is a life of hardship—of renunciation. We who dance must be prepared to sacrifice all other things to our art . . . give to the dancing all our thoughts and all our energies. Dancing is quite unlike every other form of art. There are arts at which one works hard—then success comes and one can work less hard. But it is not so with dancing. Here the more one progresses the harder it is necessary to work. . . . To-day I work harder at my art than ever before. One must practise everlastingly in order to make

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FUTURE KARSAVINAS: GIRL PUPILS OF THE IMPERIAL BALLET SCHOOL.

NEARING THE ATTAINMENT OF THE WHITE MUSLIN BALLET-SKIRT, AS THE MARK OF HIGH PROFICIENCY: GIRLS OF THE MIDDLE CLASS LEARNING BALLET-DANCING IN THE IMPERIAL BALLET SCHOOL, ST. PETERSBURG.

PRACTISING BEFORE MIRRORS, SO THAT THEY MAY OBSERVE THE EFFECT OF THEIR POSES: GIRLS OF THE MIDDLE CLASS PRACTISING BALLET-DANCING IN THE IMPERIAL SCHOOL.

[Continued.]

progress, and when progress comes one must still practise—practise—practise! There is no stopping-place—the life of a dancer is a life of continual hard work from beginning to end. . . . With those who dance as a hobby it is not as with those who dance for a living. The latter must have the spirit of dancing in their blood, so that they do not regret the many things that they sacrifice in order that they may dance. With dancing it is not as with some arts; success cannot be bought. Promotion comes to a dancer only as a result of worth and work." After promotion comes the reward—fame; and Mme. Pavlova herself personifies European, if not world-wide fame.

AN EXPERIENCE PRINCE ALBERT HAS UNDERGONE: THE "THRILL" OF THE FALLS.

Drawn by Cyrus Cuneo, R.O.I.

ON ONE OF THE BRIDGES WHICH ARE CRUSHED INTO MATCHWOOD EACH YEAR: PASSING BEHIND NIAGARA FALLS AND THE CAVE OF THE WINDS.

Only the other day it was set on record that Prince Albert, the second son of the King and Queen, who is cruising aboard the "Cumberland" with other naval cadets, had visited Niagara Falls and the Cave of the Winds. Like all other visitors he had to wear a special oilskin suit. Describing such an experience, Mr. Cyrus Cuneo calls it one of the most thrilling one would care to encounter. Sending us this drawing he writes: "Those taking the trip are obliged to denude themselves of all their clothes and to don a suit of flannels, and over that an oilskin suit securely fastened, and with a hood fitting tightly around the head, leaving only the face exposed. Roughly shaped shoes of canvas are tied on; and you are ready. You then descend a spiral staircase to the foot of the Falls, and pass along a specially erected bridge, or gangway, through the Rock of Ages, around and directly beneath the mass of falling water. As you walk to the Rock of Ages, you are greeted by a terrible splash of water, which the guide assures you is nothing but the wind driving the spray across. You then proceed across and down under the fall, when, without the slightest warning, you are struck with long ropes of heavy water, and the most terrific wind you have ever encountered; the breath is almost battered out of your body. The party generally join hands and grip the slippery rail for dear life, and go blindly on trying to keep themselves from being smothered or blown off their feet. You struggle slowly across the cave (150 feet) step by step, half-blinded and encircled by the mass of whirling spray until you emerge and ascend some steps into absolute calm. It is a somewhat terrifying, but at the same time a most invigorating sensation, and in the words of an American who was one of our party, and expressed the sentiments of all: 'I wouldn't have missed it for a hundred dollars.' The bridges you traverse have to be reconstructed every year, as the spray from the Falls is frozen into a solid mass in the winter; and in the spring, when the ice melts and caves, these bridges are crushed and battered into matchwood."

THE VACANT POET LAUREATESHIP: POSSIBLE WEARERS OF THE BAYS.

Photographs by Elliott and Fry, Hoppé, Russell, Hollyer, and Dover Street Studios.

MR. THOMAS HARDY.

MRS. (ALICE) MEYNELL.

MR. AUSTIN DOBSON.

MR. ALFRED NOYES.

MR. RUDYARD KIPLING.

MR. HENRY NEWBOLT.

Immediately after the death of Mr. Alfred Austin, the Poet Laureate, it was asked whether or no the time had come for the abandonment of the office. There are, of course, a number who would abolish it, as a mere survival from the past; and, equally of course, there are many who would retain it. Various people have been suggested as possible Poets

[Continued opposite.

[Continued.]

Laureate; notably those writers whose portraits are given upon this page. In the space at our disposal we can, of course, mention but one or two of the works of each; more than that, indeed, is not necessary. Mr. Thomas Hardy is best known as poet, perhaps, by his "Wessex Poems," "Poems of the Past and Present," "Time's Laughing-Stocks and Other

[Continued below.

MR. ROBERT BRIDGES.

MR. WILLIAM WATSON.

MR. JOHN MASEFIELD.

[Continued.]

Verses," and various poems in periodicals, including Lines on the Death of Swinburne. Mrs. (Alice) Meynell, the only woman suggested for the post, is known chiefly by her "Preludes" and her "Later Poems." Mr. Austin Dobson has written "Vignettes in Rhyme," "Proverbs in Porcelain," "Old World Idylls," and "At the Sign of the Lyre." Mr. Alfred Noyes, one of the youngest of known poets—he was born in September 1880—has published much poetry, notably "The Enchanted Island and other Poems." Mr. Rudyard Kipling's works need not be quoted; they are well known to everyone for their virility and, many of them, for their Imperialism. Mr. Henry Newbolt published "Poems New and Old" last year, and is known by various other works, including "Songs of Memory and Hope," "Songs of the Sea," and "Songs of the Fleet." Mr. Robert Bridges has written various plays and poems. Mr. William Watson has written much, including "Odes and other Poems," "The Purple East," "The Hope of the World," "An Ode on the Coronation of King Edward VII.," "For England," and "The Heralds of the Dawn." Mr. John Masefield, the most "modern" of all those suggested, is familiar as the writer of such works as "The Everlasting Mercy," "The Daffodil Fields," and "Dauber."

THE STAGE AS ARBITER OF FASHION: FROCKS FROM PARISIAN THEATRES.

PHOTOGRAPHS BY REUTLINGER.

1. MLLE. GLADYS MAXHANCE IN "LE TROUBLE-FÊTE"—A SHORT, WHITE SILK VOILE TUNIC OVER A WHITE SATIN DRESS. THE WIDE RIBBON BELT HAS A BOUQUET OF FLOWERS ON ONE SIDE OF IT.

2. MLLE. GLADYS MAXHANCE IN "LE TROUBLE-FÊTE"—A BLACK CHARMEUSE DRESS VEILED WITH A TUNIC FORMED OF THREE FLOUNCES OF FINE LACE. THE SLEEVES ALSO HAVE LACE FLOUNCES, AND THE WAIST-LINE IS MARKED WITH A WIDE BELT UNDER LACE.

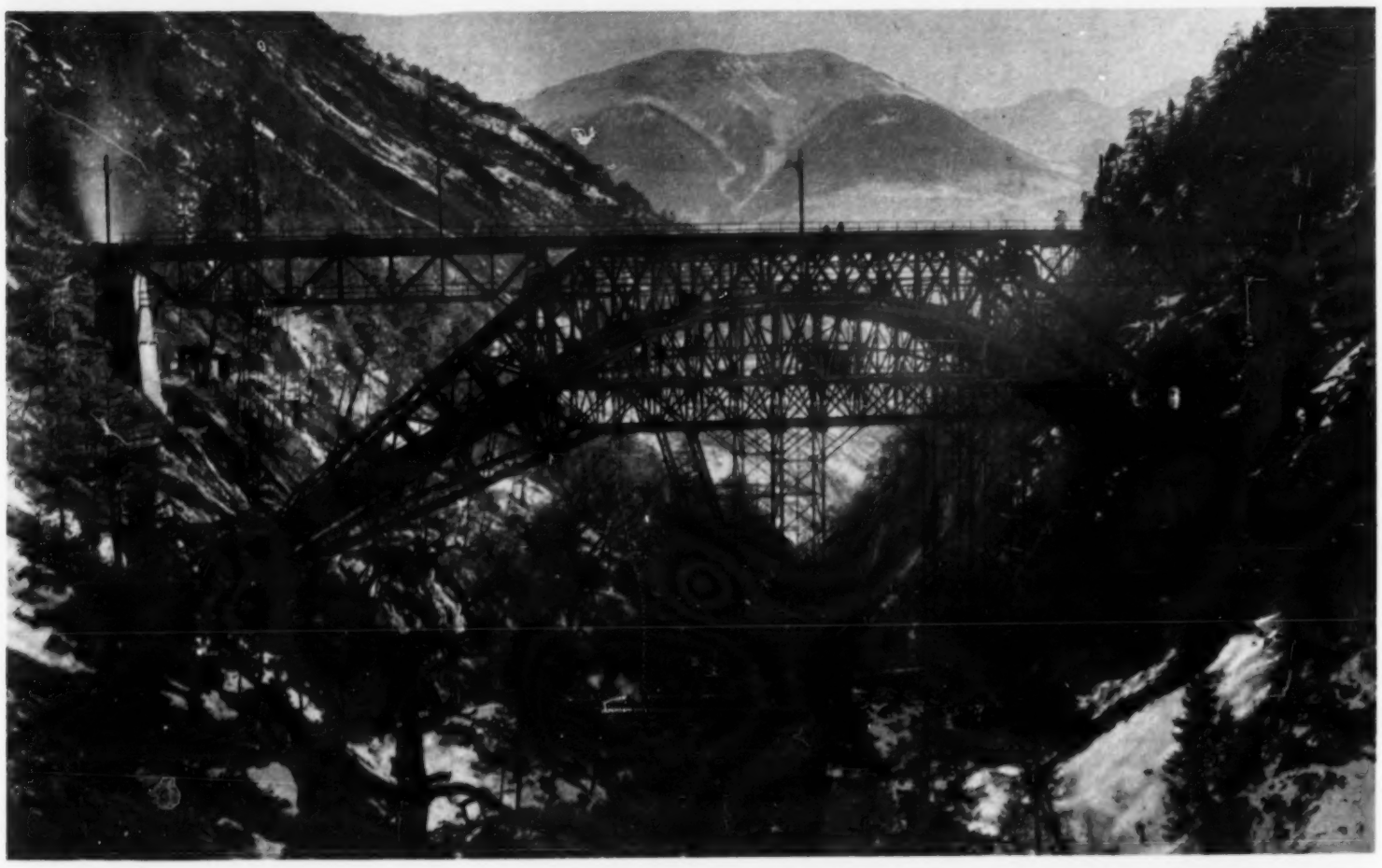
3. MLLE. GLADYS MAXHANCE IN "LE TROUBLE-FÊTE"—A GOWN OF PLEATED LAWN, VEILED WITH A TUNIC OF PLEATED LACE. THE LITTLE BOLERO, IN BROCADE, IS OUTLINED WITH BLACK VELVET, AND THE BELT IS TIED IN THE FRONT IN A BOW AND LONG FRINGED ENDS.

4 AND 5. MLLE. CÉCILE SOREL IN "VOULOIR"—A WHITE TULLE GOWN VEILING A WHITE SATIN SHEATH. THE FLOUNCES ARE PUT ON THE SKIRT WITH A NARROW SEQUINED BEADING, WHILE THE BODICE IS MADE "EN FICHU" AND HAS A BELT OF CROSSED RIBBONS.

In Paris, more especially, the stage is to many the arbiter of fashion. For that reason, we give the photographs of charming frocks which are here reproduced.

A WONDER LINE: ON THE LOETSCHBERG RAILWAY, A GREAT FEAT.

Photograph by Grande.

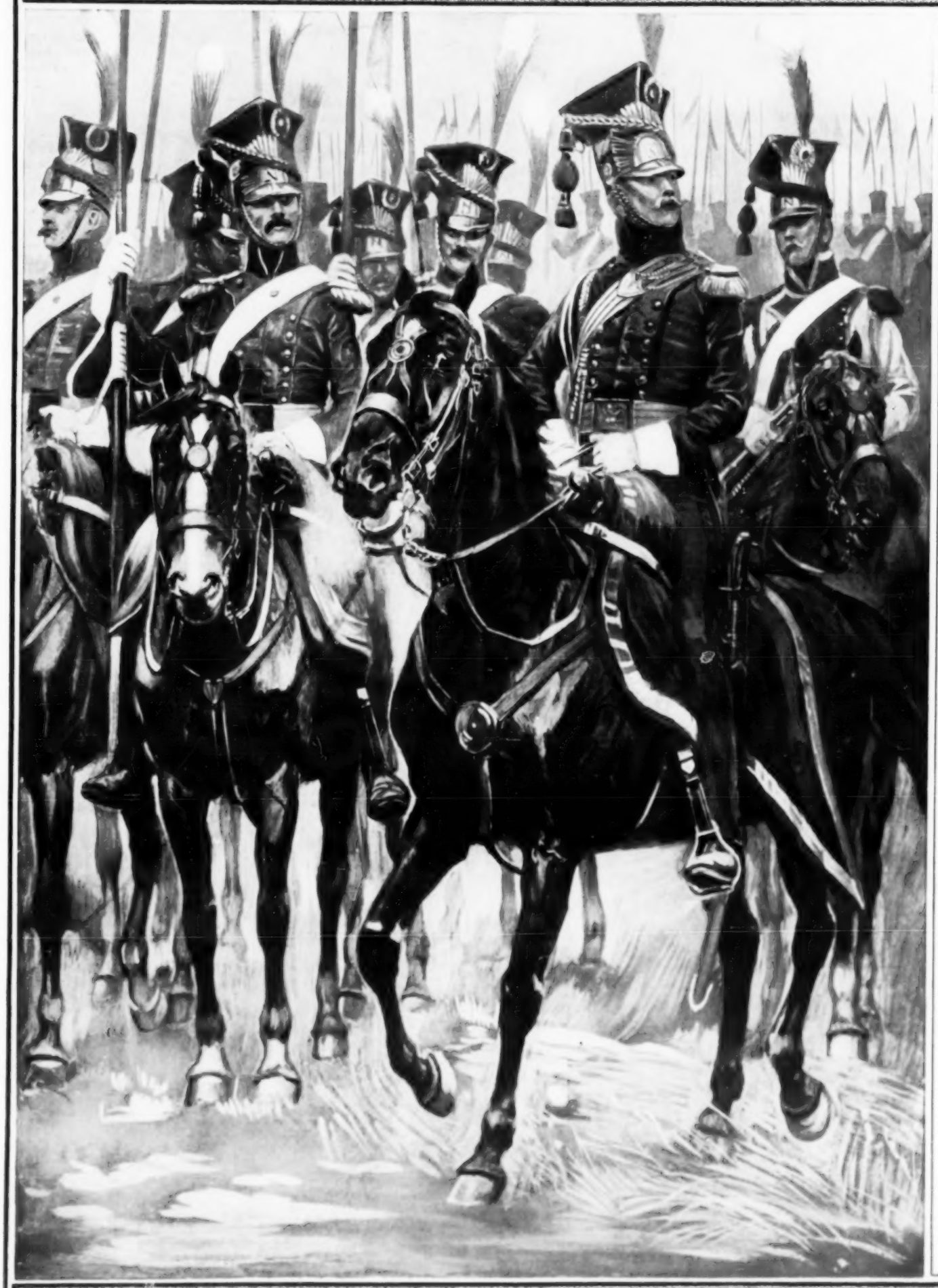


THE LINE WHICH CALLED FOR SEVERAL FEATS HITHERTO UNRECORDED IN ENGINEERING: A BRIDGE SPANNING A MOUNTAIN TORRENT ON THE LOETSCHBERG RAILWAY.

ON THE NEW LINE WHICH, IT IS CLAIMED, DESERVES A SUFFICIENT TRAFFIC SOLELY FROM THE ENGINEERS OF EUROPE! A NATURAL GORGE ON THE LOETSCHBERG RAILWAY.

A few days ago two hundred Swiss Deputies, in two trains drawn by the greatest electric engines ever built, passed, in fourteen minutes through the ten-mile Loetschberg Tunnel on the new line joining Berne to the Simplon. The opening of this railway to regular traffic has been fixed for July 1. As it was put recently in the "Daily Mail": "The Loetschberg Railway . . . accomplishes not one or two feats unrecorded in engineering; and it is a question if fifty miles of country ever needed so much energy to conquer. . . . It deserves a sufficient traffic solely from the engineers of Europe. . . . The outrageous gradients—and these are reduced to the minimum by gyrations and tunnels that would do credit to a boa-constrictor—are surmounted by electric engines of 2000 horse-power. . . . From Berne or Interlaken you can now spend the inside of a day at the Italian lakes—if you are very energetic. The way to Italy will be shortened for Eastern France and Western Germany, and English people have a plethora of alternatives." The route is most picturesque, as well as a wonder of engineering.

ELLIMAN'S



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EMBROCATION

IN THE PRINCIPALITY OF THE KING'S SON: NORTH WALES FOR HOLIDAYS.

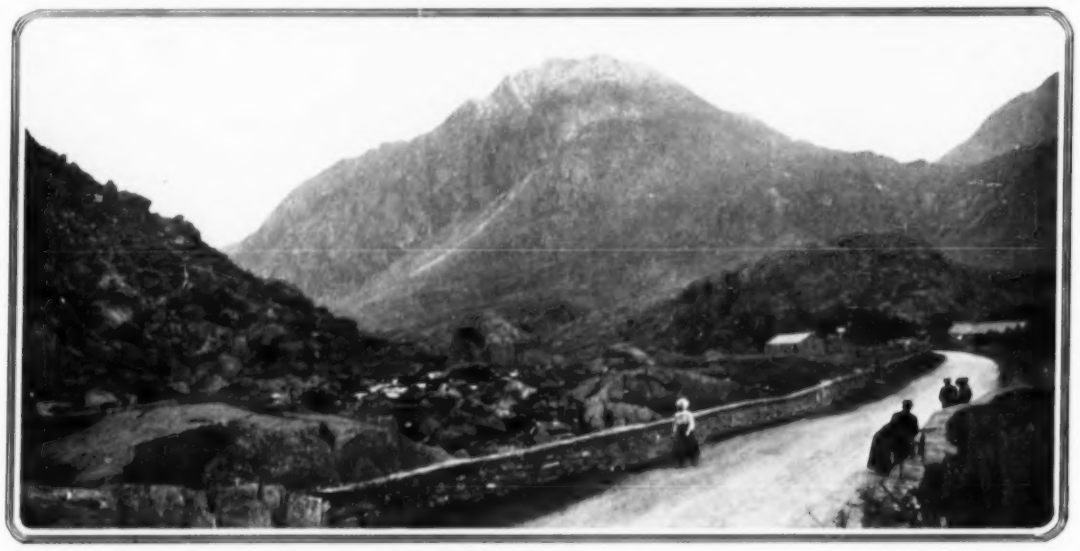
NORTH WALES has pre-eminent attractions for holiday-makers of every type. Its natural beauty is unsurpassed in these islands; it is exceptionally rich in historic interest; and it offers abundant opportunities for sport and recreation. The artist, the antiquary, the naturalist, and the sportsman alike find in North Wales all that their hearts desire, while those who, on their holidays, merely want the amusements of the beach, the pier, and the promenade, are amply catered for in the larger coast towns. It is an ideal country for walking and climbing, with its lovely valleys, its noble mountains, and its rocky streams and waterfalls; while those to whom the glamour of the past appeals discover a never-failing source of interest in the many grand old feudal castles. Chief among them is Carnarvon, where the Investiture of the Prince of Wales took place last year; but there are numerous others, including those of Conway, Harlech, Ruthin, Rhuddlan, and Beaumaris.

Outdoor sports can be enjoyed to perfection, especially mountaineering, motoring, golf, bathing, and boating. North Wales is, above all, a climber's country, and it offers climbs of every description, from gentle ascents possible to any pedestrian, to difficult rock climbs that tax the powers of the most experienced Alpinist. The chief range in this district is, of course, that of Snowdon, where it is always advisable to take a guide unless the climber knows the way well and has a practical knowledge of mountaineering. There are many other considerable hills to be reached from various points, such as Bethesda, Aber, Dolwyddelen, Blaenau-Festiniog, Bedd-Gelert, and Capel Curig. The chief centre for Snowdon is Llanberis. For those unable to reach the summit on foot, there is the mountain railway. Excellent facilities for seeing the beauties of North Wales are provided by the L. and N.W.R. holiday contract tickets, covering various round tours. The observation-cars attached to the trains are a very attractive novelty.

Photo. Bull, Llandudno.

BETWEEN THE GREAT ORME AND THE LITTLE ORME: PART OF THE TWO-MILE-LONG CRESCENT-SHAPED SEA-FRONT AT LLANDUDNO.

It would be impossible, in the space here available, to describe all the attractive resorts on the North Wales coast. They vary from the larger towns, such as Llandudno, Colwyn Bay, and Rhyl, with all a town's entertainments in the way of music, and otherwise, down to quiet little seaside villages, where the lovers of Nature may revel in her charms far from the madding crowd. Of the bigger places, perhaps the most popular of all is Llandudno, of which some illustrations are given on this page. It lies on a crescent-shaped bay between the two great headlands—the Great Orme's Head and the Little Orme's Head, and its promenade extends for nearly two miles. There are fine, firm sands which make a first-rate playground for the little ones, and bathing from vans on the beach is safe at all states of the tide. The pier is about half-a-mile long. During the season concerts are given at the Pier Head every morning, and each evening an excellent band performs in the pavilion at the pier-entrance. Other entertainments are given in the Bijou Theatre and the Pier Exhibition, and in the great natural amphitheatre known as the Happy Valley. The Great Orme, with its famous Marine Drive—five miles long—is itself one of the chief attractions of Llandudno.



IN THE DISTRICT OF THE NANT BENGLOG FALLS, BETHESDA: A PASS NEAR OGWEN LAKE.

YOUR HOLIDAYS IN NORTH WALES.

Via L. and N.W. RAILWAY.

Every facility is given to the holiday-maker to enjoy the wonderful and far-famed beauties of North Wales, with its rugged and mountainous scenery. The delightful sea breezes from the Atlantic, coupled with the delicious mountain air, make the North Wales coast resorts an ideal holiday ground, the diversity of which will suit all tastes.

IN THE MOST BEAUTIFUL REGION OF WALES: THE SWALLOW FALLS, NEAR BETTWS-Y-COED.

A NATURAL AMPHITHEATRE IN A HOLLOW OF THE GREAT ORME: THE HAPPY VALLEY, LLANDUDNO.

Before deciding on your plans for the summer vacation, ask at any L. & N. W. Station or Town Agency for free illustrated booklet, entitled "HOLIDAYS IN NORTH WALES." A copy may also be obtained (postage 1d.) from Mr. G. T. Phizacklerley, L. & N. W. Railway, Chester; or from the Enquiry Office, L. & N. W. Railway, Euston Station, London, N.W.

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EXCEEDS THE 'SPEED-LIMIT' IN CLEANING ALL IT TOUCHES!

ART NOTES.

TWO works by Franz Hals cropped up in the sale-rooms last week. One of these, the portrait of a man with heavy cheeks and a jaunty hat, was bought by Mr. Preyer of the Hague, through Mr. Tooth, for £9000. It is said that a certain unpleasing thickness of pigment will disappear under the treatment of an expert; but as far as the look of the thing went at the moment of the sale much money was being paid for a picture that gave nobody the slightest thrill of pleasure. It was a case in which the bidding was lively, and nothing else.

We are accustomed to find the Stock Exchange more interesting than the stock. Painting is in much the same case: the picture-sales for the moment are more absorbing than the pictures. History is being made under the hammer. The dispersal of the Rembrandt drawings in Holland marks a new page in the finance of the Fine Arts. It meant a closing of doors upon the small buyer, who can no longer afford to treasure a slight drawing in the belief that, at a small price, he holds the genius of Rembrandt in his very hand. The genius of Rembrandt is almost complete in the scribbles that at one time littered the artist's studio, but the small buyer is now dispossessed; his advantages are become manifest to the class that must pay £40,000 for the genius of Rembrandt when it is expressed in oil paint. A good scribble, at the double Dutch prices of the other day, is now worth over two thousand pounds; and even the four hundred paid at Sotheby's last week for a small drawing—probably the work of eight or nine minutes—is on the new scale of costliness.

Between the two great prices—one paid in Paris for a Rembrandt, the other in London for a Romney—there is no safe ground for comparison. The prices were the same, but nothing else. The Romney is worth forty thousand because it is pretty, which is the last reason in the world why the Rembrandt is worth forty thousand. The Rembrandt is, so to speak, real estate, the price a solid price for solid property; the Romney thousands are in the nature of a fabulous compliment to a lovely lady, but a compliment which nobody will regret paying.

Photo. Newspaper Illustrations.

CARRYING THEIR CRAFT AS THEIR ANCESTORS MUST HAVE CARRIED THEIRS: COMPETITORS, WITH THEIR CORACLES, ON THE WAY TO RACE IN SWANSEA REGATTA.

The coracle is still in use on the coast of South Wales. Villagers are here seen carrying their craft to the water for the Swansea Regatta.

Photo. Record Press.

THE LARGEST BUILDING OF EUROPEAN STYLE IN JAPAN: THE CENTRAL RAILWAY STATION IN TOKIO.

This fine railway station was completed in May.

One industrious writer has worked out the total value of all existing Rembrandts on the scale of the "Bathsheba." His estimate runs into many millions. But there is a fallacy behind the valuation. "Bathsheba" is worth its money because most other Rembrandts of the same quality are valueless, from the point of view of the market. The national collections, while the nations hold good, do not come into the reckoning; they have no value because they are out of reach—sour grapes to the buyers. One must snap one's fingers at the Botticellis of Trafalgar Square, and lay one's fortune at the feet of the random goddesses of King Street. Messrs. Duveen, when they pay their money for a picture at Christie's, are really paying as well for all the pictures held in the capacious hands of the public. It might be said that all the Rembrandts in the National Gallery and the "Bathsheba" are together worth forty thousand, but since the last is the only one that can change hands, it carries, on its own shoulders, the value of them all. No less interesting than the big prices are the small. Sargent's panel of a Javanese dancer fetched little more than three hundred pounds at the Alma-Tadema sale. The whole atmosphere of the proceedings in Grove End Road was in conflict with the free manner of by far the most interesting of a notorious series of presentation pictures, for the most part thoroughly representative of the St. John's Wooden School. The house itself was looking at its worst; a drab crowd spoilt an illusion which needed a multitude of flowers, artificial light, and the living fame of its owner to be even mildly convincing. The illusion gone, the famous studio was no longer entrancing; but the conspicuous inscription "Ars longa, vita brevis est" became interesting for the first time since it was put in place under the silver ceiling. Most of the art of the establishment seemed already withered when it was held up to auction, and to die under the stroke of the hammer. But the "Javanese Dancer" was alive; and since Mr. Sargent's work is almost as difficult to get as Romney's, the price is one which has an extensive future. Still more recent, and interesting, was the appraisement of El Greco in Paris. Not many years ago one of the finest examples of this master of light and miracles ever taken from Spain fetched £400 in Glasgow. Ten thousand would not buy it now, for Spain has learnt how to hold her treasures.—E. M.

From the "Evening Standard" of June 13th, 1913.

DEADLY HOUSE FLY.

PROPOSED POPULAR CAMPAIGN AGAINST IT.

In a letter to the "Times," Professor E. H. Ross declares that it is essential that a crusade of organised fly reduction should be considered generally by health authorities as a regular health measure.

"Another step in the direction of fly reduction lies in the education of school children. If the coming generation could be taught the known facts concerning flies, their danger, the nature and fatality of the diseases conveyed by them, and the possibilities of fly reduction by regularly dealing with the breeding places or maggot lairs, then a crusade against all flies will soon become established.

"When mosquito reduction was undertaken in the Suez Canal district it was found essential to make the crusade popular and to interest the public generally in the matter. This done, the authorities concerned soon agreed to the proposals, and the results are well known. The surest way to institute successfully a new health measure is to make that measure popular, and no new health measure can be justly popular until it is understood."

Until this and other insect pests are wholly exterminated, guard against contact with them.

How to avoid mosquito and other insect bites, and also contamination by the disease-carrying housefly.

TRY THIS SIMPLE EXPERIMENT.

Wash a plate with ordinary household or toilet Soap and observe that flies have no hesitation in settling on it. Then wash a plate with

WRIGHT'S Coal Tar Soap

and note the difference; *flies will not touch it.*

The deduction is obvious

and, moreover, what is shown here of the fly applies with equal or greater force to gnats, mosquitos, etc.

4d. per TABLET.

Joseph Simpson, R.B.A.

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JAMES BOSWELL

This Picture is the Ninth of a Series of colored Portraits of Famous Scots published by

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LADIES' PAGE.

ASCOT, marking the season's prime, was never more favoured than last week by the Clerk of the Weather, and never did the dress appear more fascinating. The close "line," combined as it now is with a certain degree of graceful draping, has a charming effect. Quite a large proportion of the smartest dresses had the skirt freely cut up at the ankle, so as (when properly worn) to reveal a very considerable length of limb at every step; the most fashionable position for the slit was far round to the back on the left side, so that the leg was visible chiefly to anybody behind the wearer. Of course, the ankles must be clothed most daintily; semi-transparent silk stockings of the same colour as the gown, and high-heeled shoes with coloured vamp and lacets also to match, give the best effect. Many women, however, although they order a slit-up skirt, then find that they are too bashful to show so much of their "understandings." For some undiscoverable reason, it is thought to be bold to the verge of impropriety to reveal the natural fact that woman, like her brother man, is biped; and, accordingly, the inconsequent compromise was frequently adopted of filling in the slit-up skirt with frills, or falling fragments of lace or voile, which really reduced the slit to absurdity—why cut up the tight skirt at all in such a case? The material used for either draped skirts or the tight underskirts with tunics are always of the softest and most supple order, so that, if the skirt be slit, it does not reveal the fact while the wearer stands still, as the edges of the opening fall together.

In consequence of the popularity of tunics, or over-and-under dresses, and the diaphanous fabrics employed, there was wonderful colour charm about the Ascot gowns. Lady Chesterfield, for instance, wore a dress of cherry-red satin charmeuse with a tunic of purple tulle, which was pleated, but nevertheless remained transparent, and the colour effect was delightful. Another pretty effect of the same order was an old-rose tulle as deep tunic, laid over a willow-green crêpe-de-Chine dress. A patterned silk gauze in bright eminence-purple and silver-grey made a draped skirt, and it had a flat tunic of pale-blue chiffon, with a swathed waistbelt and sash-ends of lemon-yellow weighted with purple bead cones—daring, but successful. Simple and yet effective was a white chiffon dress nearly covered by two tiers of black lace flouncings on the skirt; there was a fichu of similar cobweb-like black lace, and then colour was admitted in a sash, with ends knotted near the knee, of brilliant brocaded ribbon, gold and silver and green in the design. Brocade had a great success in the shape of the little coats, usually not much more than waist length, worn over skirts of plain silken material, usually of the softest, such as satin charmeuse or crêpe meteor, with a deep swathed belt showing at the front and with sash ends, and some white lace or chiffon for vest. Then broderie Anglaise was much worn by the younger visitors to the royal race-course; not always in white or cream, for I noted many tints. For instance, lemon-yellow, partly veiled with a yet paler shade of chiffon, and finished with a belt and sash of gold brocaded gauze ribbon; and pink broderie Anglaise, with accordeon-pleated blue chiffon used as sleeves, top of the very low-cut corsage, and hem.

A LINEN FROCK FOR HENLEY.

Pale blue linen builds this practical and pretty gown, decorated with a collar of bright "Bulgarian" embroidery, straps of navy linen with gold buckles, and navy-blue leather belt. The lingerie hat is trimmed with blue tulle and a red rose.

Small hats are quite the most in vogue, and are responsible for the appearance of an amusingly varied outcrop of beautiful parasols. So long as the huge hats of yesteryear prevailed, there was not only not much necessity for carrying parasols, but they were even troublesome to use, knocking against the wide brim of the hats. But now, what is called a large hat is of comparatively modest dimensions, and by far the majority of the Ascot *chapeaux* were small—and not a few were likewise transparent, made wholly of black tulle, or of tulle puffed over the lightest possible foundation of silk. Accordingly, the parasol was with us again in full force, and its becomingness as a background was as much in evidence as its utility. A pagoda shape is much favoured; one such, in pale-pink brocaded silk, had a pink tassel depending from every one of its points. Another, white outside, was lined with a brocade all over little pink roses. It is fashionable to embroider sunshade covers both inside and outside with silk, and outside in clusters with beads; and all sorts of dainty fabrics were seen. It is quite necessary for a good effect that the parasol shall harmonise in colour and in fabric with the hat and gown, and it is also wise to make sure that the effect of the colour on the complexion is good. One handsome parasol of bright-green silk, draped and betrilled with black lace on which pink button-roses were bestrewed, was charming in itself, but the unhappy owner was forbidden by her doting husband to put it in front of her face, because it made her complexion resemble that of the Robespierre of tradition—"the sea-green one."

Harrods' annual summer sale, which lasts for one week only, will commence on Monday, July 7, and terminate on July 12, remnants being cleared at half price on Friday, July 11. Harrods' sale is a shopping event which stands alone, not only by its short duration, but because it comprises only the surplus of Harrods' high-class stocks, no job lines being specially purchased for the event. The bargains are immensely varied, embracing as they do the fashions and wares in one hundred departments. My readers can obtain illustrated catalogues by applying, and should pay this sale an early visit.

There is nothing relieves the sense of oppression on a hot day so well as the use of a good perfume, which should be pleasant and refreshing when used, remain sweet and not get stale and sickly, and not be vulgarly obtrusive and "catchy." An ideal perfume answering to this description is "Shem-el-Nessim," the Scent of Araby, suggesting a delightful garden of flowers. It has the added advantage that a complete toilet service can be obtained, all with the same delicious perfume—a scent for the handkerchief, soap, bath salts, hair lotion, toilet water, face powder, brilliantine, sachet, and cachous. The soap is ideal, while a tepid or hot bath, to which has been added the "Shem-el-Nessim" bath salts, is a luxury indeed. These preparations are made by Messrs. J. Grossmith and Son, Newgate Street, and sold by all chemists.

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When "the feast is spread"——on holidays *or* on busy days——no drink compares with that sparkling, refreshing

ROSS'S Belfast Ginger Ale

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The

AEOLIAN ORCHESTRELLE

enables opera-lovers to play their favourite music with all the symphonic effects of the original.

So sweet are its tones and so varied, that many of the greatest musicians possess Æolian Orchestrelles, yet at the same time it may be played by those who have had no musical training. It can be played in the same way as the Pianola, and by means of music-rolls all the greatest operatic and organ music is placed at the disposal of the Æolian Orchestrelle owner.

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The only Chair that combines these conveniences, or that is so easily adjusted.

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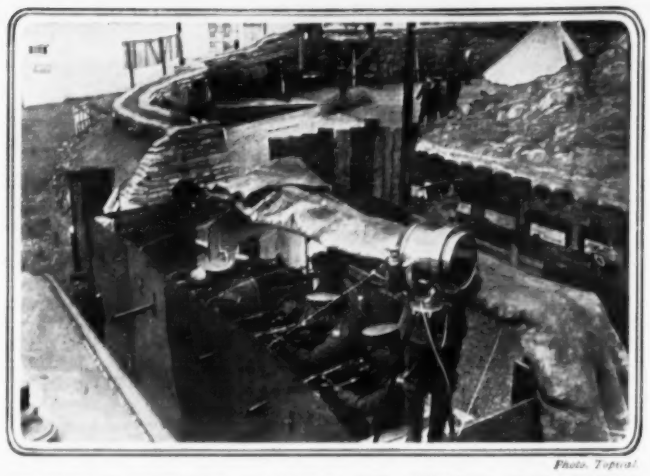
NEW NOVELS.

"Leila and Her Lover." Mr. Max Pemberton's new plot would be astonishing if his record had not already steeled us against surprises—a Pemberton novel is never without good measure of the romance and mystery of the bookstalls. Subtleties of character do not trouble Mr. Pemberton, and his heroines are coloured too much after the fashion of a grocer's almanac to suit the fastidious; but then the fastidious will always be in the minority, and the people who want an hour's pleasant excitement like to know where they may be sure of finding it. To them we commend "Leila and Her Lover" (Ward, Lock), which is a fine, full-bodied story about a lovely lady and a baronet, with a steam yacht and a wicked peer providing the appropriate background. Mr. Pemberton's trial scene does the highest credit to his imagination, and something less than justice to the administration of the law in this country, and it is perhaps lucky for him that none of his readers are likely to trouble themselves much about its probabilities. It is all very thrilling, and things not unlike it are often reported in the halfpenny Press, when young reporters, as acute as Mr. Pemberton in gauging the public taste, are allowed to translate the dreary daily round into topical romance.



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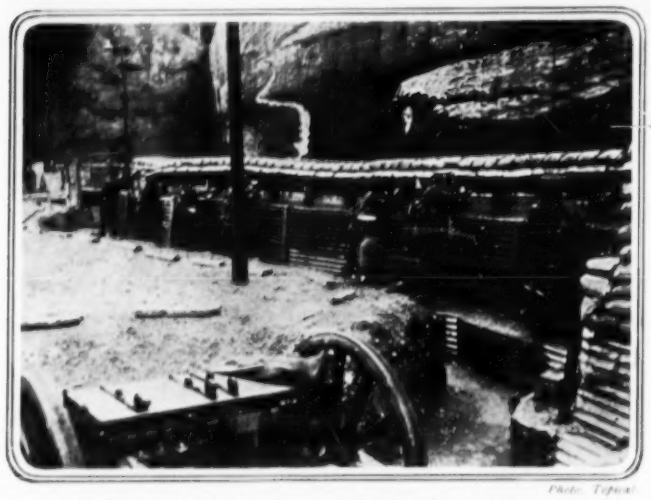
ENGAGED IN REPELLING AN ATTACK: THE ARMOURED TRAIN OUTSIDE THE ENTRENCHED CAMP AT THE IMPERIAL SERVICES EXHIBITION.



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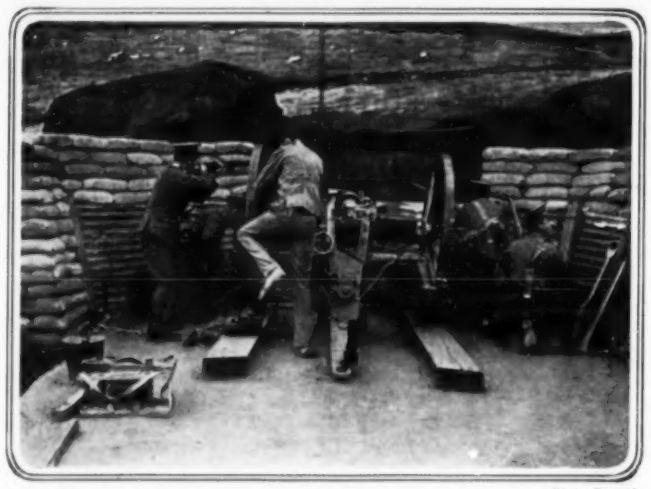
MIMIC WARFARE AT EARL'S COURT: DEFENDING THE ENTRENCHED CAMP BEHIND HASTILY MANNED LOOPHOLES.

"A Summer Quadrille." Mrs. Hugh Fraser and her son are to be congratulated on the picturesque setting of "A Summer Quadrille" (Hutchinson). This pretty costume tale takes place in rural France, and presumably about the end of the seventeenth century; and the Vicomte and the Marquis play their familiar parts with a simplicity that disarms our criticism. Héloïse, the aristocratic maiden who was entrapped by the bold, bad Marquis into a false marriage is rescued from his clutches in the nick of time, so that all ends happily; and we hope the passionate love-scene in the wood, with secret witnesses as thick as blackberries among the bushes, will not meet the eye of a reader with an inconvenient sense of humour. Men were gay and gallant and wicked in those days; but we rather doubt if young women were quite as delightfully artless as Mr. and Mrs. Fraser ask us to believe. Montaigne, if we remember rightly, arguing from human nature, had his doubts—but then, Montaigne was a worldly philosopher, and not a modern novelist in very proper favour at the libraries.

"Unpath'd Waters." The awkward title of "Unpath'd Waters" (The Bodley Head) covers a collection of stories and sketches by Mr. Frank Harris, who has scarcely yet, we think, come into his own. This book ought to settle his place among the young writers. It is admirably written, full of original thought and quaint fancies, and flavoured with a most stimulating cynicism. Mr. Harris's ideas are his own, that is plain: he writes that he feels and sees, and not for one moment the thing that the public might desire him to see and feel. This does not, of course, make for easy popularity; but it sets him up as quite an authority on shams, their method, and their exposure. There is a study of the philosophy of the successful Jew that is a little masterpiece of critical analysis. There is a story of the making of a saint where the cynic almost gets the better of the artist; and there is another story of a holy man, after Tolstoy, where the artist is a long way ahead of the cynic. "Unpath'd Waters" is a rare and refreshing fruit in the desert of amiable fiction; and the editor who has any of Mr. Harris's short stories in his drawer should count himself a lucky man.



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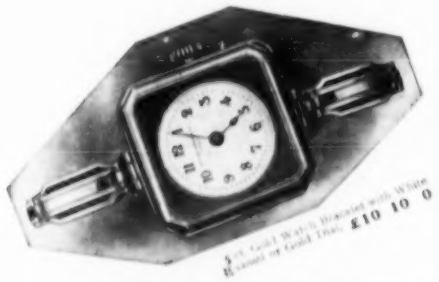

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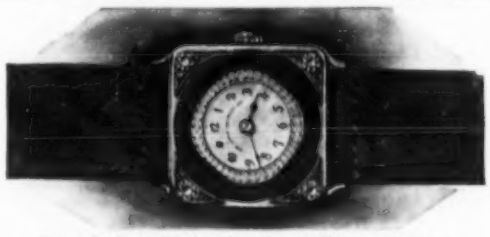

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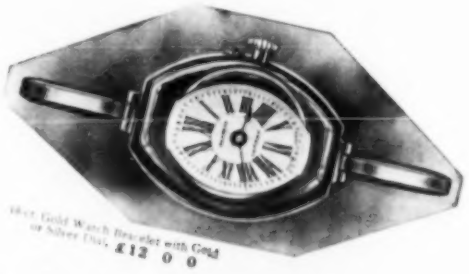

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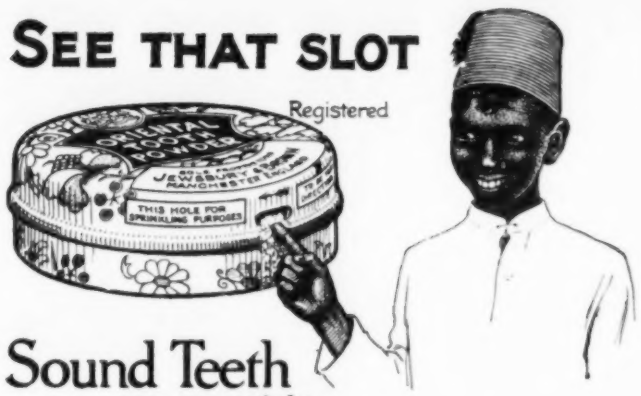

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If these Cigarettes, which we recommend, do not give satisfaction, money will be refunded or the Cigarettes exchanged.

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WILLS AND BEQUESTS.

THE will and codicils of the Dowager Duchess of Newcastle, of The Oaks, Woodford Wells, who died on May 8, are proved by her son, the Duke of Newcastle, and Mrs. Florence Vaughan, granddaughter, the value of the property being £26,040. She appoints one-fourth of trust funds sufficient to purchase £66,666 bank annuities to her son Lord Francis Hope. The testatrix gives her interest in The Oaks, and the furniture, and 21, Gt. Prescott Street, and 19, Chambers Street, to her granddaughter Mrs. Vaughan; £200 to the Guardian of the Church of St. Thomas of Canterbury, Woodford; £100 to the Superioress of the Convent of the Immaculate Conception Woodford; £300 to the Church of the English Martyrs, Gt. Prescott Street; £100 to St. Joseph's Catholic Church, Retford; £400 to the Society of the Crusade of Rescue and Homes for Destitute Catholic Children; £100 to the Catholic Prisoners Aid Society; £50 to the Birmingham Secular Clergy Fund; £20 to the Lancashire Infirm Secular Clergy Fund; £100 to Mrs. Georgina Hemming; £400 to her maid Helena Massett; an annuity of £160 to Mlle. Paule Aurore Gayrard Pacini; and the residue in trust for Mrs. Vaughan and her issue.

The will (dated March 24, 1899) of Viscount Lifford, of Austin House, Broadway, Worcester, who died on March 20, is proved by the widow and Lord Lifford, the brother, the value of the property being £6560. The testator leaves pictures, jewels and plate, to devolve as heirlooms with the title; and the residue of the property to his wife.

The will of Mr. Norman Peter Christie, of Esdale House, Hoddesdon, a director of Christie and Co., Ltd., brewers, who died on March 26, is proved by Charles Augustus Christie and Octavius Francis Christie, brothers, and Charles Elton Longmore, the value of the property being £55,006 18s. 5d. He gives the household and personal effects to his wife, and the residue in trust to pay her the income, during widowhood, or one-fourth thereof should she remarry, and subject thereto for his children, the share of a son to be double that of a daughter.

The will (dated July 12, 1907) of Captain Walter Cecil Strickland, of Glendonagh, Midleton, Cork, formerly of The Rise, Dawlish, Devon, who died on April 24, is proved by Cecil St. Leger Strickland, son, the value of the estate amounting to £72,268. The testator gives £2000 in trust for each of his daughters Augusta Blanche Bols and Ethel Beatrice Monck-Mason; £4000 to his son Dudley Herbert Cecil; and the residue to his son Cecil St. Leger.

The will of Mr. Charles Edmund Newton-Robinson, of 20, Chester Street, Belgrave Square, who died on April 21, at Newton Manor, Swanage, is proved by the widow and Sir Alfred Moritz Mund, Bt., the value of the estate being £40,273 8s. 6d. All of which he left to his wife absolutely.

The will of Sir Charles Henry Alderson, K.C.B., of 40, Beaufort Gardens, S.W., who died on May 2, is proved by Lord Robert Cecil, K.C., M.P., and Edward Lygon Somers Cocks, nephews, the value of the property being £29,864. The testator gives the family Bible and a picture of his father to his nephew Ralph Alderson; £100 each to the executors; the furniture, etc., to his sisters Mary Lady Humphrey and Florence Lady Alderson; £500 to his servant George Eades; £100 to his housekeeper Eliza Fairs; and the residue to his nephews and nieces, children of his sister Florence Lady Alderson, and of his brothers Francis John Alderson and the Rev. Frederic Cecil Alderson.

Photo. Topical.

OILSKINNED AGAINST THE SPRAY: PRINCE ALBERT (C), SECOND SON OF THE KING, STARTING WITH A PARTY OF CADETS, FOR THE CAVE OF THE WINDS, NIAGARA FALLS.

Prince Albert, who is one of the sixty-three naval cadets in the "Cumberland," is here seen during his recent visit to Niagara Falls, in company with other cadets.

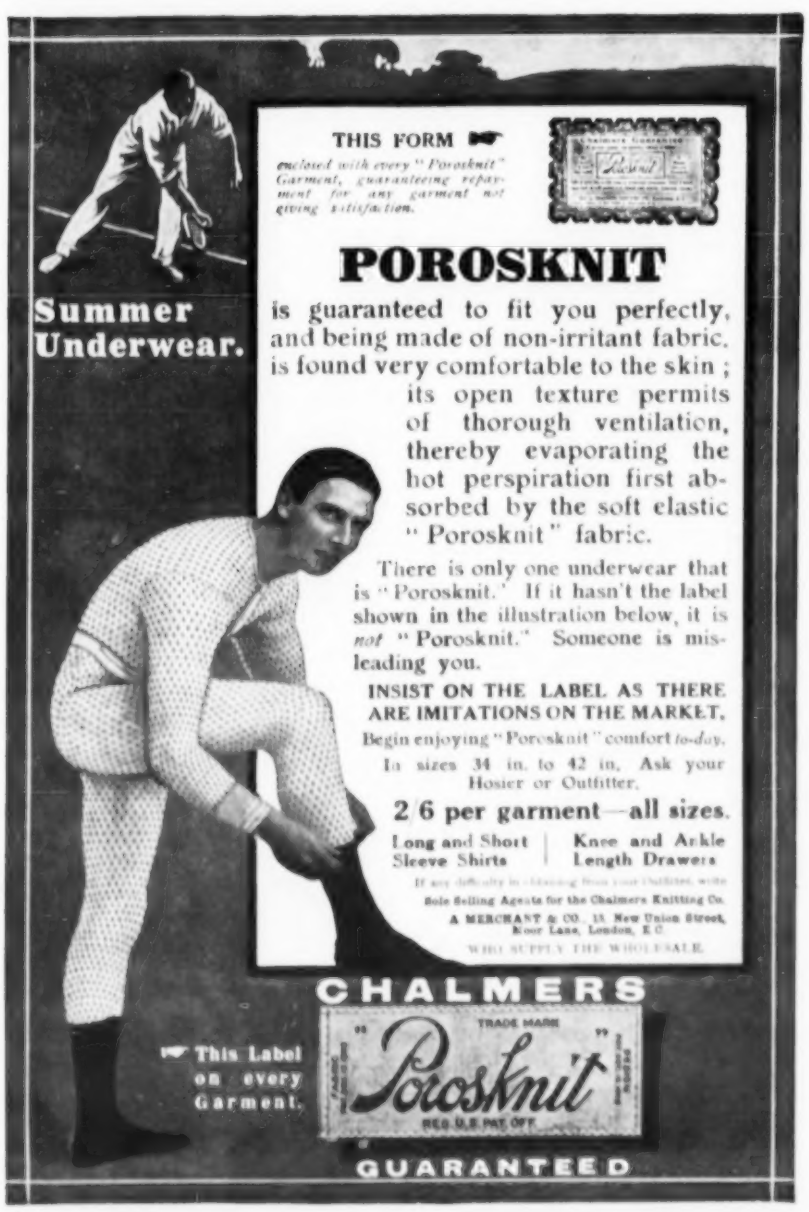
Photo. Huin.

GREETED BY WOMEN OF THE CITY WHICH CLAIMS TO HAVE THE MOST BEAUTIFUL WOMEN OF THE WORLD: FRÉDÉRIC MISTRAL, THE FAMOUS PROVENÇAL POET, AT THE FÊTE HELD IN HIS HONOUR AT ARLES.

Frédéric Mistral was born at Maillane, in France, on September 8, 1830, and is of the brotherhood of modern Provençal poets known as "Les Félibriges." Amongst his best-known works are "Mireille," "La Reine Jeanne," and "Les Iles d'Or."

American visitors and others who wish to spend a delightful day amongst historic castles, churches, and other interesting buildings should avail themselves of the special facilities offered by the London and North Western Railway Company for visiting "Shakespeare's Country" on Mondays, Wednesdays, Thursdays and Saturdays. For the small sum of 12s., tickets can be obtained for a train journey from Euston, starting at 9.20 a.m., and for a motor-drive from Coventry to Kenilworth Castle, thence to Guy's Cliff, Warwick, and Stratford-on-Avon, returning from Warwick by train due at Euston 9.50 p.m.

It is announced by the Great Eastern Railway Company that their main line seaside summer train service, which for several years has operated from about the middle of July, will, with a few exceptions, commence this season on Tuesday, July 1. Tourists can thus avail themselves practically of the August facilities a month beforehand.



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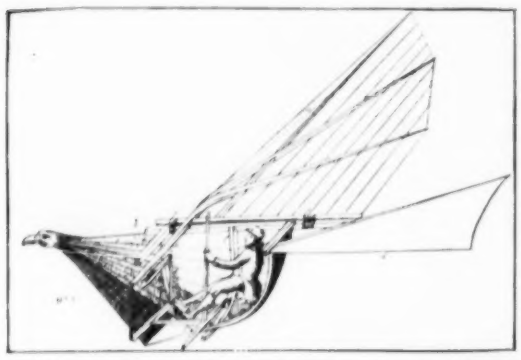
BOOKS TO READ.

"The Boy's Book of Aeroplanes"

Boys cannot complain that they are neglected in matters pertaining to aerial navigation. Several years ago the first book on aviation written for boys appeared,

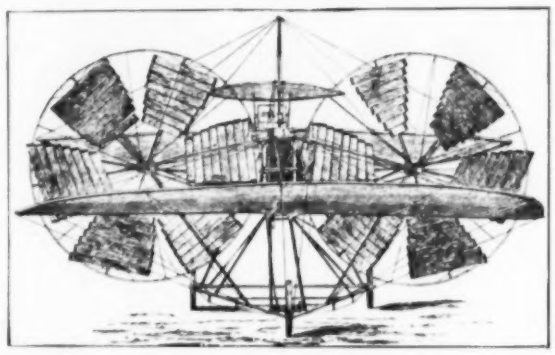


THOMAS WALKER'S FIRST DESIGN FOR A FLYING MACHINE.
From "The Boy's Book of Aeroplanes."

and since then the task has been taken up by various other writers with more or less success. The latest volume is "The Boy's Book of Aeroplanes," by T. O'B. Hubbard and C. C. Turner, published by Grant Richards. The authors have produced some other works on aviation, and the latest undertaking is by no means their easiest. The modern boy is most exacting, and he is very difficult fully to provide for. On certain points he may be wholly ignorant, and thus will require a most careful grounding. On other intricate matters he may be wonderfully learned, and will demand a plentiful supply of quite advanced knowledge. Perhaps the first essential in writing a book of information for a boy is to put the subject in a graphic and interesting fashion. Here the book under review falls short. Another fault is that it is not as complete as a boy would like it: there is actually no chapter on the aerial motor. Now, the engine is the very heart of the aeroplane, and the petrol motor has, in fact, made the flying machine possible. But for the extraordinary progress made with internal-combustion engines, aviators would to-day be flopping about on gliders. Anything pertaining to engines fascinates the boy, and the "feather-weight" aerial motor is a marvellous thing about which he thirsts for information. Much of the weakness of civil and military aviation in England is due to the fact that too many of our pilots snobbishly think that the engine is a dirty piece of machinery for the care of which a mechanic should be employed. The complete aviator must be a good engineer; and the great success of the French aviators is largely due to a realisation of this fact. The discerning British boy, wiser than his elders, will demand instruction on this point from any writers who set up to teach him about aviation. Despite the defects here outlined, however, "The Boy's Book of Aeroplanes" imparts much information that makes it a useful unit in the youth's aviation library.

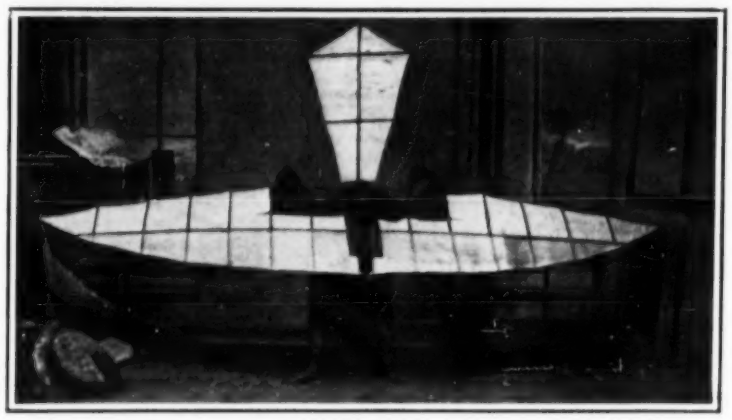
"Memories of the Sea."

One of the most delightful books of reminiscences of sailor-life in the Navy is the volume which the veteran Admiral Penrose Fitzgerald has been induced to give to the world under the title of "Memories of the Sea" (Edward Arnold). Brimful of anecdote and adventure from cover to cover as the book is, the gallant Admiral's crisp, easy-flowing style carries the reader forward with a swing from page to page, and one is genuinely sorry when the last page is reached. Beginning with a midshipman's glimpse of man-o'-war life at the time of the Crimean War, an amazing picture is presented at firsthand of the antiquated and haphazard methods in which things afloat were conducted in the Navy of that day. Then we are taken practically all round the world, East and West, first in one saucy frigate and then in another, to read of fighting adventures on occasion, and at all times of plenty of fun, rattling sport, and of various other gay and lively doings. In one cruise we visit Brazil and the Falkland Islands, passing thence through the Straits of Magellan to the Sandwich Islands and on to China and Japan, to the "Land of the Chrysanthemum" as it was in the stirring days that preceded the great modern



MOY'S STEAM-DRIVEN AEROPLANE.
From "The Boy's Book of Aeroplanes."

re-shaping of the Britain of the Far East. From Japan we come home by way of India and the Cape. In another cruise we see Canada at the time of the Fenian scare, and the West Indies while pirate-schooners were still to be heard of among the islands. Admiral Penrose Fitzgerald also, among his personal experiences, had that of being an officer in the Channel Squadron present on that awful August night of 1870 in the Bay of Biscay when the famous early ironclad, the *Captain*, the great "Dreadnought" of the battle-ship world of forty years ago, capsized and went to the bottom in a squall, with terrible loss of life. To his ship it fell to make the first discovery of the horrifying catastrophe. The Admiral's narrative stops soon after that; but, happily, we are promised a continuation down to the present time. The book, apart from its merits as a record of live facts during the very important period when our fleet was passing from sails to steam, when the old heart-of-oak man-o'-war gave way to the steel-clad leviathan battle-ship, should for its anecdotes be widely popular among all who like a good story. There is no need to recommend it to the gallant admiral's legion of personal friends. It will be found entertaining alike for a summer holiday lounge and for the cosy fire-side arm-chair after the summer days are past.



JOHN SPRINGFELLOW'S MONOPLANE: THE FIRST ENGINE-DRIVEN MODEL TO FLY.
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From "The Boy's Book of Aeroplanes," by T. O'B. Hubbard and C. C. Turner. By Courtesy of the Publishers, Messrs. Grant Richards, Ltd.

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After Plasters, Creams and Appliances, Steaming Pots, Massage, Prescriptions, Apparatus, and All Advertised Methods Had Absolutely Failed.

A Remarkable Interview with Mme. Lawton, who for the first time reveals to *Illustrated London News* Readers Full Particulars of her Recent Discovery. Nothing Like It Was Ever Used or Even Heard of Before.

By BLANCHE GORDON.

It has remained for a woman unskilled in scientific research to solve, quite by accident, the problem that has battled all science and the entire medical profession the world over. In a recent interview, Mme. Lawton explained to the writer why no one need patronise expensive Beauty specialists now, for any woman can easily accomplish in the strict privacy of her own home the seeming miracles which are causing physicians and beauty experts everywhere to stand aghast in startled amazement.

For the first time Mme. Lawton has generously consented to reveal how all the network of lines and furrows left by ten years of illness, worry and care was swept from her face in a single night, as though by the wand of some fabled magician. She explained to me the embarrassment and humiliation she felt when her face became seared and seamed by myriads of disfiguring wrinkles, how deep creases appeared where once the dimples were, and how she, though still young, had the heartrending experience of being looked upon with pity as a prematurely old woman, totally devoid of all personal attractiveness. For, after all, the world judges a woman's age by her appearance, and if her face remains youthful, the mere passing of years means nothing to her. But if her face proclaims her old, a pitiless world sees only the disfiguring marks of Time and approaching old age, so bids her step aside for a younger generation.

Mme. Lawton described with deep feeling the sadness with which she thus viewed the passing of her own youth, and said it was the most bitterly tragic period of her whole life. She was able to afford any expense, so could command the services of the best specialists in the land, and she frantically tried massage, which stretched the skin still more, electrical treatments that were torture, medicines that made her ill, suction cups, masks, irritating lotions and worthless advertised methods galore. After wasting a fortune in this way, however, she was compelled to give up in absolute despair.

Imagine, then, her ecstasies of joy and delight, the indescribable relief that filled her soul to overflowing when, quite by accident, she one day discovered an almost incredibly simple process, involving a totally new scientific principle, which quickly banished every trace of line or wrinkle from her face. Light lines and crowsfeet disappeared within an hour; in a single night the deepest creases were gone, and in less than a week her face was soft, clear, and smooth as a young child's. Mme. Lawton found a way to tighten the loose, sagging, wrinkled skin, and to build up firm, healthy tissue underneath where the wrinkles were, so the skin rested on an even surface and became virtually wrinkle-proof. Now, after nearly two months, I saw with my own eyes the face of smooth delicate contour, the beautiful velvety skin and complexion like a rose, where formerly were the deep lines and furrows that added twenty years to her age.

To describe the methods here in full detail would somewhat over-run the space allotted to me for this article, but Mme. Lawton explained that a perfect deluge of requests for information had descended upon her, and many of the inquiries are from her acquaintances; but to personally write a satisfactory answer to everyone would be quite impossible, so she hit upon the clever plan of fully describing her method in a small booklet. A limited number of these, the first to be printed, had just arrived, and after much persuasion I was fortunately able to arrange with Mme. Lawton to send one of these attractive booklets, while they last, absolutely free of cost, to any readers sufficiently interested to write her and enclose two penny stamps for posting expenses.

Mme. Lawton refused to accept the slightest payment for her trouble, saying she has explained the method to many of her friends, from whom she showed me letters proving they had all used it with wonderful success, and as it now appears to be practically infallible, she welcomes this opportunity to show her gratitude by giving the secret to *Illustrated London News* readers. Simply address Mme. Lawton (16A), 127, Regent Street, London, W., and I advise writing promptly, as the supply of booklets is limited, and the offer expires in thirty days owing to the amount of trouble and work involved. Nevertheless, I consider it very kind and generous of her to subject herself to the inconvenience, even for a short period, especially when we consider that she makes no charge whatever for the booklet. The supply is estimated to last thirty days, but if you are delayed in writing and no booklets remain when your letter arrives, the postage will be returned to you. This arrangement has been made for the special benefit of *Illustrated London News* readers only, and this article should be mentioned in your letter as evidence that you are entitled to receive the information.

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Liver Pills and Constipation Cures come and go, but

CARTER'S Little Liver PILLS

continue as they have for over 50 years to give joyous relief and permanent cure to millions who suffer from Constipation, Sick Headache, Torpid Liver, Indigestion, Nervousness, Lack of Appetite, Energy and Ambition.

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DURING JULY we clear all Summer and Surplus Stocks at prices considerably lower than usual BELFAST PRICES.

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Odd Patterns that we are now Clearing at remarkably Low Prices. SALE PRICE.

Cloths.	2 x 2 yds.	Each 4/9, 5/11, 6/11
,,	2 x 2½ ,,	,, 5/10, 6/10, 8/3
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Irish Linen Sheets.

Factory Accumulations. Hundreds of Pairs ready for use. SALE PRICE.

Linen Sheets,	2 x 3 yds.	Per Pair 13/3
,, ,,	2½ x 3 ,,	,, ,, 16/11
Hemstitched,	2 x 3 ,,	,, ,, 14/11
,,	2½ x 3 ,,	,, ,, 20/4

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Linen Pillow Cases, 20 x 30 ins., Per Doz. 13/6
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the extraordinary success of which is undoubtedly due to their Artistic Supremacy, Reliability, and Moderate Prices.

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GOLDSMITHS & SILVERSMITHS

ESTABLISHED 1787.

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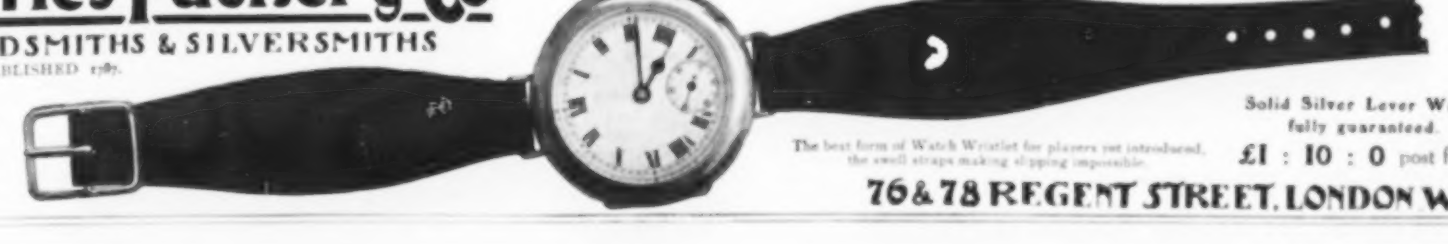
THE "GOLFER'S" WATCH WRISTLET

Fitted with Non-Slipping Swell Straps.



The best form of Watch Wristlet for players yet introduced, the swell straps making slipping impossible.

Solid Silver Lever Watch fully guaranteed.

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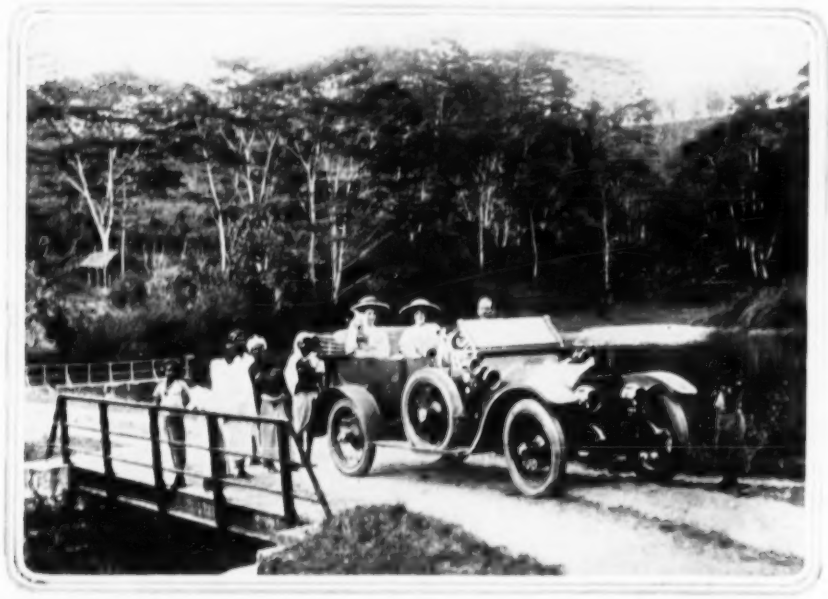
THE CHRONICLE OF THE CAR.

A "Motor Derby." A very interesting suggestion is made by a writer in the current issue of the *Automotor Journal*, which takes the shape of a proposal for a "Motor Derby." His idea, apparently, is that something more than happens at present is needed to sustain the interest in automobilism as a sport, and, further, that more strenuous racing is necessary for the development of the motor-car as a machine. With the abstract idea I am in the heartiest agreement, as my writings will bear me witness. I do not like to think of motoring falling to the dead level of a simple method of locomotion, which it seems destined to do in the very near future unless some means can be found of enlivening its sporting side. The last hope of a race in the Isle of Man seems to have disappeared, so far as this year at least is concerned. Brooklands flourishes, it is true, and we have seen a recrudescence of hill-climbs this year; but, nevertheless, the writing is visible on the wall, and I can see very little future for the sport, unless something like the suggested "Motor Derby" can be materialised to re-awaken the interest.

It is a pity that the writer of the article in question does not come along with some constructive idea for his "Motor Derby." He simply contents himself with elaborating the principle that such an event would be for the good of automobilism, and more or less lets it go at that. He does speak of a long-distance race at Brooklands, though he is not at all clear that this is what he really advocates. I hope it is not, for I myself cannot see any great and general interest being taken in a five hundred miles' track race. As a spectacle it is simply deadly dull, while I cannot admit that it has much value from the development point of view. Brooklands as a testing and training ground is excellent, but the "Standard Car" races have demonstrated how little value is to be attached to long-distance racing on the track. To develop the motor vehicle there is nothing like road-racing, which brings out every quality of strength and weakness of the car. I know it is argued that racing has served its purpose, and that there is nothing more to be learned from it. But that is the veriest nonsense—it amounts to arguing that the car is perfect. As the writer in the *Auto*, indeed, points out, for every sovereign's worth of petrol poured into the tank, about a half-crown's worth is delivered at the road wheels, so far from perfection are we in this respect. Racing or no racing, we cannot expect ever to get our full money's-worth, but we can surely obtain more than an eighth of it, particularly by the aid of road-racing. I anticipate that the article will lead to a good deal of useful discussion, and if it does it will at least have served a good purpose, even though it has very little constructive value.



A CAR THAT HAS DONE OVER 17,000 MILES OVER PRIMITIVE ROADS: A 24-30-H.P. WOLSELEY IN CEYLON.

The car was bought in 1910, and the owner states that it has done 17,000 miles in Ceylon without giving any trouble, though some of the roads are primitive. The photograph was taken at Craighead, Nawalapitiya, Ceylon.

The 25-h.p. Vauxhall. During a recent week-end I had an opportunity of trying the latest model of 25-h.p. Vauxhall, a car which has done exceedingly well in competitions and in the hands of private users, as the records are there to show. One car is so much like another nowadays that it is really difficult to become enthusiastic about any of them, except that now and then you chance upon one which has some outstanding merit, differentiating it from the rest, and then you feel some justification for praising its performance in rather greater measure than usual. I know I am not going too far in saying that the new Vauxhall is one of those cars which give the impression of being just that little ahead of its nearest competitors which makes all the difference. It is a little faster, a little better hill-climber—though I am not sure that this latter quality is given justice by thus *qualifying it, though it may be allowed to pass*—and a little in advance generally of others in the same class for power and price that have come under my hands.

During the week-end I had ample opportunity of putting the Vauxhall through its paces, for I took the car down into one of the hilliest parts of Kent, with a view to seeing what it could do on severe gradients. I do not go about in search of freak hills—I don't believe in them at

(Continued overleaf.)

ONE OF THE LATEST TYPES OF THIS POPULAR CAR: AN 18-24-H.P. AUSTIN.

The above car was recently supplied to Mr. Charles Webb, of Studley Court, Stourbridge. It is painted primrose, picked out with black lines.

Important Notice to Skin Sufferers

The only way you can convince yourself that Antexema actually does stop skin-suffering the moment it is used, is by using it. That is the most conclusive of all arguments. The instant you apply Antexema the horrible and incessant irritation stops. The rash, eruption or eczema that annoys you every time you see your face in the mirror begins to go away. No longer will you be distressed when anyone looks at you. There will be no more torture by day, or sleeplessness at night, but you will enjoy perfect ease and comfort the livelong day, and your skin will soon be absolutely free from blemish. Get Antexema to-day and prove it.

No more Eczema, Rashes, or Face Spots

W. B. R., of Leicester, writes:—"After having three bottles of Antexema my boy of ten months is completely cured of eczema. When three months old he broke out all over head and face with that terrible complaint. We tried various remedies, but he got worse, took him to a skin doctor, but obtained no relief, and then used Antexema. The first application had a soothing effect, and in three weeks he was cured."

Whatever your skin illness, Antexema will conquer it. Eczema, rashes, bad legs, face spots, insect bites, bad hands, and every sore, irritated, broken, inflamed or pimply skin condition is cured by Antexema. You can't use it too soon. The moment your skin becomes unhealthy is the time to use Antexema. That's the way to avoid needless suffering. Antexema is neither an ointment nor a quack nostrum, but a physician's remedy. It is invisible on the skin, and works wonders in every skin complaint.

Antexema always succeeds

Do your duty to your skin and get Antexema to-day. Supplied by all chemists and stores everywhere. Also of Boots Cash Chemists, Army & Navy, Civil Service Stores, Harrod's, Selfridges', Whiteley's, Parke's, Taylor's Drug Co., Timothy White's, and Lewis & Burrows at 1/1½ and 2/9 per bottle, or direct, post free, in plain wrapper, 1/3 and 2/9, from Antexema, Castle Laboratory, London, N.W. Also in India, Australasia, Canada, Africa, and Europe.

No More Ugly Ears

Why allow your child to be annoyed in later life by outstanding ears, when you can easily prevent it now? Get the Claxton Ear-Cap, and let it be worn in the nursery and during sleep, and any tendency to ugly ears will soon be corrected. The pressure exerted is imperceptible, but thoroughly effective, and the cartilages of the ear are gently moulded while they are pliable, and beautiful, well-placed ears in adult life are thus ensured. In addition, the Claxton Ear-Cap prevents the hair tangling during sleep, and causes the child to breathe through the nose instead of the mouth, which is so common a cause in chest and throat troubles. Patronised by the nobility, gentry and medical profession. The

CLAXTON EAR-CAP

is the recognised standard appliance, and is made in twenty-one sizes, and directions for measurement are given at foot. The Claxton Ear-Cap may be obtained of all chemists, stores and outfitters at 4/-; and purchasers should look for the little silky gauze diamond on the ear shown in illustration above. To order direct fill up and forward form below.

Special Order Form.

To I. L. Claxton, Castle Laboratory, London, N.W.

Herewith please find remittance for 4/- for the Claxton Patent Ear-Cap. The measurement right round head touching points A and B is ..... and from lobe to lobe of ears marked D. touching at point C. is .....

Name .....

Address .....

I.L.News, 28/6/13. .....

JUNE 16

Substantial Reduction in Prices

of

Continental

Motor Tyres

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'Continentals' ALWAYS LEAD in Quality

Write for New Prices.

The CONTINENTAL TYRE and RUBBER Co., (Great Britain), Ltd.,
3-4, Thurloe Place, London, S.W.

Telephone:
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Telegrams:
"Pneumique, Southkens," London.

34b

Continued.]

all, for any modern car will climb at some sort of pace any hill up which there is a road. What I want to know is how a car climbs the sort of hills that I am likely to meet in the course of ordinary touring, and that was the kind of thing over which I tried the Vauxhall. To say that the car simply flattens out the country is the best way to describe its hill-climbing performances. On River Hill, for example, I changed down to "third," and, the surface being rather greasy and the car being shod with plain tyres, I had to throttle down at the bends, because I was afraid of skidding through taking them too fast. If anyone wants more than that, he had better wait until some new discoveries in motor-engineering are made. Altogether a delightful car to drive, and one with a huge reserve of power, is this new Vauxhall.

The 9·5-h.p. Standard Car. The other day I tested one of the new 9·5-h.p. Standard cars, the latest production of the Standard Motor Company, of Coventry. Truth to tell, I had expected to find something of the cycle-car type, but I was agreeably surprised to find that the little Standard is a really able car. It has every constructional feature of its larger sisters, while its running is quite a revelation of what can be done on small dimensions. I was so interested in the car that I set myself to give it as severe a test as time allowed, and I must say that I found it entirely satisfactory. It is very fast for its size—I touched a speed of thirty-five miles an hour with it, and there was more to come if the road had favoured high speed; while the motor ran with absolute smoothness, and there was not the slightest objectionable vibration about the car. It is a splendid little hill-climber, quiet and very flexible—in fact, all that such a car should be. It sells—complete with hood, screen, horn, full outfit of lamps, tools, etc.—at the very small figure of £180, so that it competes on a price basis with the representatives of the "American Invasion," whom it has beaten in the matter of efficiency, smoothness of running at high speed, and constructional excellence.

A SEVERE TEST OF DURABILITY: A 17-25-H.P. ARMSTRONG-WHITWORTH STANDARD CAR AT THE FOOT OF LAS ZORRAS HILL, CHILI.

The hill, which is two miles long, is a mass of stone, sand, and holes. Though the car is driven on it several times a day, the engine has never failed, nor is there a crack or strain in the panels or anywhere.

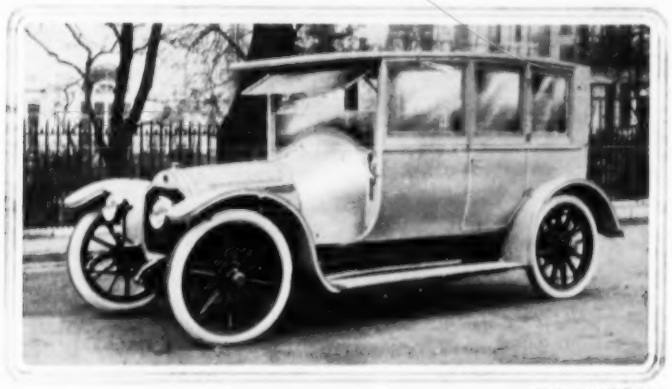

Photo: Campbell Gray.

A SISTER CAR TO THE MODEL USED IN THE 7000 MILES R.A.C. RELIABILITY TRIAL: AN 18-20-H.P. INTERIOR DRIVE PULLMAN LORRAINE-DIETRICH.

The concessionnaires for these cars in this country are Messrs. Charles Jarrott and Letts, Ltd., of Great Marlborough Street, W.

Talbots at Caerphilly. Talbot cars met with extraordinary success in the Caerphilly open hill-climb, promoted by the South Wales A.C. on June 19, winning two challenge cups, four gold medals, and two other awards in the four events in which they competed. In these four events Talbots finished first on formula in every one, also making fastest time in two, and second fastest in the remaining two. Following their wins at Aston, Shelsley Walsh and Stile Cop, this makes four important hill-climbs in succession in which Talbots have carried off the honours of the day.

A Correction. In recording the results of the recent Shelsley Walsh hill-climb, I stated that the 25-h.p. Talbot made fastest time of the day and set up a new record for the hill. Apparently, this record only stood for a very few minutes, for it was immediately beaten by Mr. Higginson, driving one of the new 30-98-h.p. Vauxhalls, who materially reduced the Talbot time. I can only say that the information I gave was wired to me in the same good faith in which I accepted it.

Argylls Score Again. Argylls have been successful in establishing their German patents. I am informed by the firm in question that, on June 18, the Board of Appeal of the German Patent Office decided an appeal which had been entered, in a manner which fully establishes the German patent for the Argyll elliptical single sleeve-valve motor.

W. Whittall.

BUILT FOR A WELL-KNOWN SUFFOLK MAGISTRATE: A SPECIAL DOUBLE-PURPOSE COUPÉ BODY BY MANN, EGERTON AND CO.

Messrs. Mann, Egerton, and Co., of Norwich, specialise in these double-purpose coupé bodies, whose general lines are very graceful. The body is fitted on a Minerva chassis.

By Appointment to H.M. King George V.

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and the reductions effected enable every motorist to take advantage of the benefits derived from the use of the finest British-made motor tyres instead of inferior importations from foreign countries.

Write for revised price list.

The Dunlop Rubber Co., Ltd., Aston Cross, Birmingham; and 14, Regent Street, London, S.W.
Paris: 1, Rue du Colonel Moll. Berlin: S.W., 11, Alexandrinenstrasse, 110.
The Dunlop "V" the ball that does not tire.

Pre-eminent

The FIAT is acknowledged the world over as the one car which satisfies. Letters reach us daily from FIAT owners who, although well able to pay far more than the price of a FIAT, cannot find a car that is better. The following is an extract from a letter we recently received from Melbourne:

"I have owned eleven cars and have never had such satisfaction and pleasure from any as I have had from the FIATS."

Original can be seen at offices of FIAT Motors, Ltd.

FIAT Cars complete from £425.

All FIAT Cars are fitted with Michelin Tyres.

Book, illustrating FIAT Cars in actual colours, will be sent post free on request.

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The Romance of Don Para—of Avon.

III. THE MARRIAGE.

The manufacture now proceeds under Avon conditions. The perfect tyre is produced.

at Melksham, Great Britain, the marriage of Don Para and the maid from the Nile was duly solemnized under the auspices of Father Avon with fitting rite and ceremony; and how the compact was formed entirely free of prejudice, and consideration of possible Divorce Reforms, inasmuch as this union was pronounced final and indissoluble.

The Avon India Rubber Co.'s factory at Melksham is a model of up-to-date efficiency in every department—the cream of skilled British workmanship, the last word in machinery and equipment, with sound knowledge and judgment at the helm. Such forces applied to the best procurable material cannot fail to produce a tyre of more than ordinary merit, and AVON TYRES always fulfil the expectations they create.

THE AVON INDIA RUBBER CO., LTD.
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Have YOU tried our GOLF BALLS? Avon 2/-, Nova 1/3, Arc 1/- (Several types). Trade Mark.

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? Why Pay Cash ?

Fine Amethyst and Pearl Pendant, £3 3s.

Fine Sapphire, Diamond and Pearl Brooch, Platinum Front, £8 8s.

Fine Sapphire, Pearl and Diamond Brooch, £10 10s.

Hundreds of different patterns advertised are shown in our Catalogue I. L. N. 7000 Illustrations. Post free on application.

Fine Pearl and Gems Ring, £4 4s.

Bandeaux and Tiares a speciality, from £50 to £1500.

All articles drawn to exact size.

ANY ARTICLE CAN BE PURCHASED ON Our System OF MONTHLY PAYMENTS at Catalogue Prices or 5 % allowed for Cash.

Fine Sapphire Brilliant, £10 15s.

We are Manufacturers; not Stores, but Specialists.

Highest Prices given for Old Jewellery, Gold and Silver.

Fine Amethyst and Pearl Brooch, £4 4s.

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Whole Pearl Necklets a Speciality, from £10 to £10,000.

Fine Amethyst and Pearl Pendant £1 15s.

Grand Hotel Buildings, Trafalgar Square, London.

You want beautiful teeth

—for health's sake, for beauty's sake. It is quite easy to have pure white and beautiful teeth; to keep them in perfect condition; arrest decay.

All you require is a good brush and

Rowland's Odonto

"For *Your* Teeth."

It thoroughly cleanses the teeth and leaves a delightful fragrance in the mouth. It contains no grit.

Buy it, because it's best. **2.9** at your own chemists. Rowland and Sons 67, Hatton Garden, London, E.C.

Travellers

Should never forget to take PURGEN with them. Long journeys by train, motor car or steamer frequently induce **CONSTIPATION**—often the real cause of "Traveller's Headache" and that condition of general physical weariness of which so many travellers complain. PURGEN quickly puts the system right, and keeps it so. Those who usually avoid other purgatives when travelling, owing to their inconvenient action, can take PURGEN with perfect safety and comfort.

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MISCELLANEOUS.

WITH reference to the page in our Summer Number (June 7) illustrating the use of egrets' and other birds' plumage in fashionable millinery, we have received a very interesting letter from a correspondent who is connected with the trade. We should like to point out that the figures we gave were quoted from a recent speech by Earl Curzon. "In the first place," our correspondent writes, "it would be impossible for anyone to get at the number of egrets that were offered for public sale in London in 1911, as seven-eighths of the feathers are collected by the natives after the birds have moulted, and it is the source of living for hundreds of families. As regards birds of paradise, the male birds are only killed when they have obtained their full plumage, which is when they are three years old; and as the female birds are no good, and are, therefore, not shot by the hunters, there is no fear, that I can see, of these birds ever getting less. Then again, a large quantity of the plumage of birds which are shipped is taken from birds which are killed for eating, the same as our pheasants are shot here and the tails used for trimming ladies' hats. Again, the tanagers are killed by the owners of the orange groves to save their oranges. These birds go from one fruit to the other sticking their beaks into the oranges, and when these are shipped it is not only the one that has a hole in it that goes bad, but it causes several which are packed round it to do likewise. There is a law in India to stop people killing parrots, but they are killed just the same by the owners of the rice-fields, and are allowed to lie on the ground and rot. It is a pity that people who write these things and state these cases before Parliament do not know more what they are talking about. A bird which is likely to become extinct is not of any use to Mincing Lane, as the dealers who purchase them, should the fashion be taken up of any particular kind, want to buy thousands at a time, and a rare bird, therefore, is of no use to us. If the Bill which is now before Parliament were to pass, I do not think it would save the life of a single bird, as they would be shipped just the same to other countries, and it would simply mean throwing out of employment thousands of hands who are employed in this country in manufacturing the feather ornaments."

Mme. Chaminade, the eminent French composer, received a most enthusiastic welcome at Æolian Hall the other day, when she took part in pianoforte duets of her own composition, the other part being played by means of the Pianola. The Pianola was also used to play several of Mme. Chaminade's most famous compositions, and to accompany the admirable singing of Miss Mary Leighton. Although it is now no novelty for the Pianola to be used in the concert-hall, in association with the most distinguished musicians, the highly artistic character of the selections in which the Pianola took part on this occasion showed this instrument's powers to such unmistakable advantage that great applause was evoked from the large audience present.

CHESS.

To Correspondents.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

E J Roberts.—Thanks. Your problem shall be reported on in a future issue.

F Smart.—Your problem, with Castles for first move, is too easy. The position of King and Rook is always suggestive.

A M Sparke.—Your capital problem is marked for early insertion.

J Francis (Secunderabad).—Here is the solution: 1. R to K B 8th, K to Q 3rd; 2. Kt to R 6th, etc.; if Black play 1. K to Kt 3rd, 2. R to Kt 8th (ch), etc.

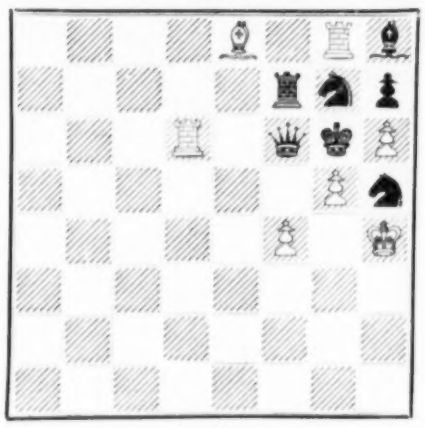
Mr. J C Nelson, of Allé Hospital, Copenhagen, Denmark, is desirous of playing a game by correspondence.

Solution of Problem No. 3603.—By R. Murphy.

WHITE	BLACK
1. Q to R sq	Any move
2. Q or Kt mates accordingly.	

PROBLEM No. 3606.—By G. Stillingfleet Johnson.

BLACK.



WHITE.

White to play, and mate in two moves.

Correct Solutions of Problem No. 3598 received from C A M (Penang) and F Hanstein (Natal); of No. 3599 from J Samuels (Brooklyn, U.S.A.) and F Allen (Lisbon); of No. 3600 from J W Beaty (Toronto) and J Murray (Quebec); of No. 3601 from A Andrade (Madeira), J W Beaty, F L Bigwood, and J Murray; of No. 3602 from J Gamble (Belfast), L Bigwood, and J B Camara (Madeira); of No. 3603 from D Price, F Glanville (High Wycombe), M Pulzer (Rome), Rev. F J Shellard (Bristol), F Beadles, W C D Smith (Northampton), E Woolhouse (Brixton), F Pataki (Budapest), F W Freeman (Norwich), and J Verrall (Rodmell).

Correct Solutions of Problem No. 3604 received from R Worters (Canterbury), H Grasett Baldwin (Kensington), H S Brandreth (Weybridge), H F Deakin (Fulwood), W H Taylor (Westcliff-on-Sea), Rev. J Christie (Redditch), J Willcock (Shrewsbury), J Fowler, Mark Dawson (Horsforth), H J M, E J Winter-Wood (Paignton), J Deering (Cahara), J Cohn (Berlin), J Churcher (Southampton), J Green (Boulogne), G Bakker (Rotterdam), G Stillingfleet Johnson (Seaford), L Schlu (Vienna), J Gamble, W E Harrison (Leeds), A Perry (Dublin), J Smart, and E G Roberts (Southampton).

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. Walker and Lasker.

(*Giuoco Piano.*)

WHITE (Mr. W.)	BLACK (Mr. L.)
1. P to K 4th	P to K 4th
2. Kt to K B 3rd	Kt to Q B 3rd
3. B to B 4th	B to B 4th
4. P to B 3rd	Q to K 2nd
5. Castles	P to Q 3rd
6. P to Q 4th	B to Kt 3rd
7. P to Q R 4th	P to Q R 3rd
8. B to K 3rd	B to Kt 5th
9. P to Q 5th	

There is usually little advantage in playing Pawns to their fifth square at this early stage of the game, and the present instance proves no exception.

9.	Kt to R 4th
10. B to K 2nd	B takes Kt
11. K B takes B	B takes B
12. P takes B	Q to Kt 4th
13. Q to K 2nd	Kt to Kt 6th

A serviceable re-source, which not only forces White to lose a move, but brings the Knight at the same time to a very strong position at B 4th.

14. R to R 3rd	Kt to B 4th
15. Kt to Q 2nd	Kt to R 3rd
16. P to Q Kt 4th	Kt to Q 2nd
17. Q R to R sq	Castles
18. R to B 2nd	K to R sq
19. Q R to K B sq	P to K Kt 3rd
20. P to Kt 3rd	P to K B 4th
21. R to Kt 2nd	R (B sq) to B 2
22. P takes P	Kt takes P
23. B to Kt 4th	Kt to B 3rd
24. B takes Kt	P takes B
25. Kt to B 3rd	Q to R 3rd
26. Kt to R 4th	Kt takes P
27. Kt takes P	Q to K 3rd
28. P to K 4th	

Apparently calculating on winning the Knight, but there is a little hole in the trap.

28.	Kt takes B P
29. Q to B 2nd	Q to B 5th
30. R to B 3rd	Q takes K P

After this White cannot save the game.

31. Q takes Kt	R takes Kt
32. K R to B 2nd	R takes R
33. R takes R	Q to Q 5th (ch)
34. Q takes Q	P takes Q
35. R to B 7th	R to Q B sq
36. R to Q 7th	P to Q 6th
37. K to B 2nd	R to K sq

White resigns.

Considerably reduced prices are announced this week for Dunlop motor tyres, a new price list of which has been issued by the Dunlop Rubber Company, Ltd., of Aston Cross, Birmingham.

We learn that the South Eastern and Chatham Railway's new Continental express will leave Charing Cross at 4.30 p.m. from July 1, and will serve Paris every weekday, via Dover and Calais, until Oct. 31; Bâle, until Sept. 30, and Tuesdays and Saturdays in October; Martigny-les-Bains, Contrexéville, and Vittel every Tuesday and Friday in July, August, and September; and Boulogne, Dannes-Camiers (for Ste. Cécile Plage) and Etaples (for Le Touquet and Paris Plage) every Friday from July 11 to Sept. 12. The ordinary afternoon service via Boulogne and Ostend will, from July 1, leave Charing Cross at 2.5 p.m. instead of at 2.20 p.m.

Some who would otherwise use a camera are deterred by the idea that its use is troublesome, the percentages of failures heavy, and the after-processes messy. Such objections were all of them very true a few years back, but those inconveniences are little more than legends now. With a camera such as the new Tenax, just being introduced by the well-known optical house of Goerz (1-6, Holborn Circus, E.C.), it is difficult to see how the working can be much more simplified—a pressure of a button to open the camera, the drawing out of the front, the pressure of a small trigger on the shutter and the picture is taken—not a very formidable list! The Tenax are not only simple, but they are small and well made. The after-processes are much simpler than they were, and if the photographer wishes to avoid the slight trouble which they entail, the work is done by dealers at a trivial cost.

When a Woman's Back Aches

—from morning to night—
When she can't rest—can't eat—can't sleep—
When her head is bad—her heart bad—
When she has dizzy spells and bearing-down pains, and feels weak, nervous and irritable—

It is a warning that the kidneys are not doing their duty—they are leaving kidney poisons in the blood, and these poisons are spreading disease to all parts of the system.

Dropsy, stone, inflammation of the bladder, and urinary stoppage, as well as rheumatism, lumbago and sciatica, arise from the same cause.

But don't grow disheartened. Kidney trouble is curable if treatment is begun in time. It is only when neglected that kidney complaints become so difficult — perhaps impossible — to cure.

Doan's Backache Kidney Pills are *solely* for the kidneys and urinary system. They do what laxative medicines *cannot* do; they help the kidneys to filter the blood and throw off kidney poisons before they can settle in the system and cause mischief.

A Kingston resident tells here how Doan's Backache Kidney Pills help—speaks to you from personal experience.

It is just such honest, heartfelt testimony as this that has established so much confidence in Doan's Backache Kidney Pills throughout the world.

Read this proof:—

"Shortly after the birth of one of my children," says Mrs. E. Stimpson, of 1, Acre Road, Richmond Road, Kingston-on-Thames, "symptoms of kidney weakness appeared, and for five years afterwards I was ill. I was almost bent double with cruel pains in my back; they made me scream out, they were so sharp. I could not stoop without my back paining me.

"Some days the kidneys acted too often, and with great pain; at other times there was barely any action, and water would collect in my legs and ankles.

"I was troubled with headaches, giddiness and palpitation; I felt tired, drowsy, and fit for nothing, yet when I laid down I could not get off to sleep.

"After suffering all those years I began to feel I should never get better again, but one of my relatives, who had had ten stones removed by Doan's Backache Kidney Pills, strongly advised me to try the medicine, and soon after I did so the kidneys began to act naturally and without pain. My back became comfortable, the dropsical swellings disappeared, and I lost that miserable, tired, drowsy feeling. Soon I completely recovered, and—better still—*I have kept well ever since*.—(Signed) E. Stimpson."

"Every Picture tells a Story."

DOAN'S BACKACHE KIDNEY PILLS TRADE MARK

Doan's
Backache Kidney Pills

DOAN'S BACKACHE KIDNEY PILLS TRADE MARK

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